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Centennial and Homecoming

BROOKLYN, IOWA  
June 25-July 1, 1950







## PREFACE

In preparing a story of this sort one feels a deep sense of apology. The people whose names have been mentioned and the incidents storied here are not considered to be the most outstanding. They are samples of the many many others that have not been mentioned. If there are any of those whose names should have been listed here and are not included, please forgive us for the omission. We faithfully have tried to record the lists of names as they have been given to us. We have tried to tell the stories just as they have been told. There has been no attempt to interpret them from our own imagination. As has been said, the writer was given just a month to collect, assemble, write and check this account of the first one hundred years of Brooklyn. Without the aid of Miss Gertrude Newkirk, who spent hours and days getting material, as well as the many others who supplied lists and stories, the story could not have been written. In so short a time it can only be an attempt to record the story of the town. It is not a history. We know that it isn't inclusive and even may not be completely accurate, due to the fact that many a story changes in the minds of those who remember it through many years. Recollections of exact dates become indistinct with the passing of even a few years. Even when a story can be remembered, there usually are as many versions of the same incident as there are persons telling it. No record can be written, which in the opinion of all is correct. An historian of 1880, sixty years closer to the events than the present writer, said; "doubtless there are many things known to old settlers that would be of great value to their descendants if preserved in an enduring form; but many of the pioneers have already moved away or died, and considerable of their early experiences will be irrecoverably lost."

Let this be a warning to us. Let us keep our records and set down our stories. One hundred years from today someone will wish to tell the tales of when most automobiles ran on the ground, and only oddities could rise into the air; trains still had tracks to run on and didn't skim through the air just above the ground; air planes still flew close enough to the earth that they could see the ground and still took the long time of six hours to fly from Des Moines to Los Angeles; and people still read an occasional book instead of viewing everything in television. Stories of the poky days of 1950, before daily trips to the moon were started, will be history in 2050.

MRS. GAY A. ORR

May 24, 1950





### THE PIONEER

In the heart of the grand old forest,  
A thousand miles to the West,  
Where a stream gushed out from the hill side,  
They halted at last for rest.  
And the silence of ages listened  
To the axe-stroke loud and clear,  
Divining a kingly presence  
In the tread of the pioneer.

He formed of the prostrate beeches  
A home that was strong and good;  
The roof was of reeds from the streamlet,  
The chimney he built of wood.  
And there by the winter fireside,  
While the flame up the chimney roared,  
He spoke of the good time coming,  
When plenty should crown their board.

When the forest should fade like a vision,  
And over the hill-side and plain  
The orchard would spring in its beauty,  
And the fields of golden grain.  
And tonight he sits by the fireside  
In a mansion quaint and old,  
With his children's children around him,  
Having reaped a thousand-fold.

# BROOKLYN--The First 100 Years

## SECTION ONE — Early History

The State of Iowa was only recently purchased from the Indians at the time Brooklyn, Iowa first was settled. It is only one hundred years since the first white men built their cabins and homes here. Within the memory of some of the oldest residents still living here, the changes and miracles wrought by the developments and advancements of the Victorian Era, followed by the Twentieth Century can be recalled.

Brooklyn, today, is, as it always has been, one of the most picturesque, as well as one of the most progressive town in Poweshiek County. Lying on the main line of the Rock Island Railroad, 105 miles west of Davenport, and on United States Highway 6, well to the eastern part of Poweshiek County, it is nestled on the high ground of well timbered hills, so thoroughly concealed that the motorist always seems to come upon it suddenly, and is agreeably surprised by its prosperous looking business district and what he is able to see of the attractive homes on well spaced lawns. The town extends over an area of two miles bounded on the north by Big Bear Creek and the south part lying across Little Bear Creek. The town has a population of around 1500 typical Americans, and shares an excellent record as a market town with Grinnell, much larger, and Montezuma, the county seat, a rival in size and in a long drawn out, but amicably settled contest for the seat of county government.

The town was laid out in the year 1849 by James Manatt, on the southeast quarter of section fourteen in Bear Creek Township. Original Brooklyn consisted of four blocks, bounded on the north by Des Moines Street, on the east by East Street, on the west by Mill Street and the south by Old South Street, later named Oklahoma Street, being changed once more after the First World War to Pershing Drive, the name by which it still is known. William Manatt's first addition was platted about the time the railroad first came to Brooklyn. However, prior to this time, Joseph Allman purchased two of the sixteen lots that first had been surveyed and built a little frame house in 1850, the first in the prospective town. This house stood about sixty rods northwest of where the present Methodist church now stands. Mr. Allman was anxious to locate in a growing western town and Brooklyn was his choice. But very shortly after this, Dr. Reuben Sears secured two acres of land, at the reported price of \$30.00 an acre, about sixty rods northeast of the present Methodist church, laid them off into lots and soon a half a dozen houses had arisen there.

Many theories about the selection of a name for the town have been advanced, some, it seems, proposed to call it New York and some, New Philadelphia, after the eastern cities. Others protested that this would kill the new little town before it had a chance to express itself. Some had tentatively named the place Greenville, and half a dozen houses had been built before it became apparent that all must agree and the name of the town entered officially. After Dr. Sears had laid out his lots and built a house, he realized the need of a general store for the little town. He heard of a log cabin not far from town which was not then in use. Rather than to hew the logs himself for the proposed new store, he negotiated with the



owner of the disused cabin and began to haul its logs to town. Each log was numbered as it was dismantled and the wooden pins, used to hold the logs together, were carefully saved. When the logs were in the town and all in readiness for the new store building, he soon was surrounded by a number of the early settlers, many of them bearing the name of Manatt, Talbott, Frizzell and others, all eager to assist him in the building of the new store. The building was put up in record time and Dr. Sears, himself, mounted the topmost part of the ridgepole. Here he stood looking around the beautiful country on all sides of him. He gestured toward the north, as the story goes, and said, "there lies a brook", and then a gesture toward the south, exclaiming, "and there lies another brook. There are good lands in between. We will name the new town BROOKLAND." So it was that the first name, later shortened to Brooklyn, was registered.

In the course of years Brooklyn became a four-part town. The "old town" north of Des Moines Street, where the earliest houses and stores stood, was the point at which the stage coach stopped before the railroad had penetrated this far. This old town was laid out and platted by William Manatt and Dr. Reuben Sears. Mr. R. C. Shimer purchased one half acre and it was laid out at the same time the original Manatt plat was registered. Des Moines Street was a thriving business district in the early days. Most of these stores were located on both sides of the street within the two or three block area from the corner just west of the Cemetery Lane and that where the old Dr. I. N. Busby brick residence still stands. Will Anderson ran a meat market on the south side of the street; John Sowerwine ran a blacksmith shop; The Woods House (hotel mentioned in another place); J. M. Snyder's grocery store on the corner of Mill Street and Des Moines Street; J. B. Seykora's store a block west of the Snyder store; Mrs. Stull (later Mrs. Neff) dressmaking shop one door west of Snyder's store; Mrs. Herkimer's millinery shop just west of where McMullin's Shop is located at the present; a blacksmith shop run by Mr. Emerick; the Thomas Shoe Shop; and at the west end of Des Moines Street was Ollie Coon's general store. It is recalled that James Ryan ran a milk delivery to the families of the town at that time.

Some of the oldest houses, still standing in Brooklyn, are those in the north end of North Brooklyn. The house that Mike Akery now lives in, just west of the cemetery, belonged to the owner of the Thomas Shoe Store at one time on Des Moines Street. This house is structurally the same now as it was at the time it was in use by the Thomas family in the 1870's. Mr. Thomas owned a shoe store which was on the south side of Des Moines street. It was a one-room building and was used as a shoe store until the business district moved to the newer section of town at that time on the east side of what is now Landes Park. In 1878 William Crawford bought this building to be used as his home. He sold a team and wagon for \$300 to pay for the house. This house is still used as a dwelling on the south side of Des Moines Street in the second block west of the cemetery lane. A third house that stands as it did one hundred years ago is that owned and occupied by John Lievens at present. The lot on which it stands was sold for \$50 in 1856 but had increased in price to \$800 by March 28, 1864. The original entry on the abstract was on October 30, 1850, and was owned by Scott Manatt at that time. It had changed hands eighteen times in the hundred years.

The second part of Brooklyn was called "Broadway" and was located to the south of "old town", a few blocks from the present United States Highway 6. There still remain brick foundations of the



buildings, marking the location of stores formerly scattered through that section of the town, now a part of Landes Park and the street bordering it on the east. These brick foundations are buried under the ground. Later, due to the price of lots and other causes, nearly all the business became centered in the third part of town, called "West Brooklyn" or "Depot Town". Mr. William Manatt laid off considerable of Depot Town and Mr. T. J. Holmes and Son also sold a considerable number of lots for business houses. The ground on the northwest corner of Front and Jackson streets, now occupied with business buildings, and formerly the trade center of the town of Brooklyn, was bought from William Manatt, the original owner, by F. D. Ver Straeten in 1863 for the sum of thirty dollars. The last part of this four-part town is the section lying more to the south of the highway and railroad that intersect the present town, and was known as South Brooklyn, containing many of the most imposing homes of early Brooklyn people. Talbott's addition on the south side was platted early in Brooklyn's history, and consisted of some forty acres of land. Joshua C. Talbott was the enterprising booster of this development, laying out forty acres on the south side, known as Talbott's addition. Colonel Leonard Skinner also laid out thirty acres on the south side, which took the name of Skinner's first and second additions.

South Brooklyn, at one time making a bid for the business district of the town, always has been a flourishing and important factor in the growth and romance of the village. In the middle 1870's there were about fifty families living on its three streets, Brady and Lincoln running east and west, and Orchard, leading from north to south. A partial list of families living there about this time, whose names will recall memories to those who were children at the time were: "Cap" Phillips, S. C. Neff, Coleman, Morse, Razez, Williams, Byers, H. M. Chase, Cummings, McLain, Overman, Conaway, Beanblossom, H. H. Cook, M. McAra, John Connor, Curtindol, Tom Robinson, Levi Owens, Dunton, Orr, Hulse, Francisco, McKane, Jack Henion, Mrs. Wheatley, John Norris, Ed and Andy Phillips, Jim Dyer, a railroad engineer, Wertz, Forney, Brooks, Jim Smith, Will Frease, John Wood, Mr. Dan, Mr. Nikirk, a milkman, Van Law, Dr. Rayburn, Furgeson, Peter Carruthers, who lived in the big brick house at the west end of Brady street. Several places of business were maintained there during the 1870's. Among those were Hobb's blacksmith shop, a little later, Tom Robinson's blacksmith shop. John Krouskop's general store, Colonel Skinner's general store. Where the county shop now stands, Mr. Roach planted an 80-acre hill to cucumbers and tomatoes which furnished seed for his cucumber and tomato seed industry.

A shorter way to South Brooklyn was by way of what was then called Brooklyn's "swinging bridge," a span of about twenty feet in length, crossing the creek and joined at each end by a well-worn path. Those using this path left North Brooklyn through the tree shaded park then occupying the space between the Skinner House and the present Anger Building, which houses the Farm Bureau. After crossing the "swinging" or "suspension" bridge, as some called it, the path led to an old stile over the fence at the south end of the walk. When it rained, the path was muddy and it was then necessary to go by way of the west road, Orchard street, using the high board sidewalks. In the flood season, even these sidewalks sometimes were washed out of place and several days would pass before they could be replaced. Sometimes the children would be delighted that the water was so high as it meant that they could go to school across the high waters in a boat. Until school buses went into

service two years ago, there was a small school in the south side of town which served the first few grades. Now this school building has been sold and is being used as a private residence. There are now four streets running east and west. The first one is Brady, the second is Lincoln, the third is Jefferson and the last one to the south is called Scott street. The westernmost street running north and south is titled Main Street. At this time there are no stores or industries in South Brooklyn. The same spirit of harmony, that has marked the town's story from the first, exists today.

Even though it will be repeating what already has been written, the writer believes that there will be many of the old residents and perhaps as many of the present day townspeople who will be interested in the several additions as they originally were platted, giving the boundary streets for each addition. For this reason, we will back-track for the next few paragraphs and supply these specific lines of demarkation.

William Manatt's first addition, platted about the time the railroad came to Brooklyn, consisted of one block on the north side of Des Moines Street, west of Jackson and one block north on the west side of Mill Street then all the land south on the west side of Mills Street to Green Street. When the Mississippi and Missouri Railroad made plans to pass through Brooklyn, William Manatt gave them the land where the depot now stands as well as the land where the roundhouse formerly stood. He received the contract to build the depot, the plans calling for "a building two feet larger each way than the depot at Victor, Iowa." He hauled the lumber from Victor by wagon and in the year 1862 the building was completed just as it stands today.

William Manatt's second addition was then platted, bounded on the north by Des Moines Street, on the south by Green Street, and the east by Broadway and on the west by Jackson. Then south on Clay Street to Second Street, and east to Mills Street and north to Green Street.

The North Brooklyn addition is all north of Middle Street and east of East Street.

Talbot's addition in the present South Brooklyn, was platted on June 7, 1865. This was all of South Brooklyn, west of what was then West Jackson Street and now Orchard (the street paved across the bottom of Little Bear Creek). The rest of South Brooklyn is Skinner's first, second and third additions. Both sides of Old South Street (now Pershing Drive) is the Phillips, Ander and Leonard addition. The last additions platted were Linden Court, by Will Pierson, and Summit Park. Linden Court lies west of High street, and Summit Park is north of west Des Moines street.

Now that we have planted the town of Brooklyn and given her her spot in the sun, it may be interesting to place the new settlement in the setting of its period. For this reason we have retrogressed for a little and will attempt to describe the few months and years that transpired before Brooklyn first was settled. We will describe the life of the very first settlers in the county, together with their homes and living conditions, in order that it may be more apparent that the past one hundred years, resulting in our very complicated civilization today, really started from scratch.

When Brooklyn first was settled the State of Iowa was only recently purchased from the Indians. Poweshiek County was part of the Black Hawk purchase of 1837 in which the fertile lands and wooded areas of our great state was transferred from the Indians to the white men. Following the purchase, the tide of immigration rose rapidly. Iowa gained settlers between the decade of 1840 and 1850 at

a very rapid rate. There were only 43,000 in 1840 but by 1850 the number had grown to 192,000. The Indians left in the state were mostly of a peaceful nature. Chief Poweshiek, for whom this county is named, was a Fox Indian. He was born on Iowa soil about 1797. He was a strong well-built man. His name means "The roused bear", although he was a peaceful person in reality. After the purchase of the Iowa territory, Chief Poweshiek left this state, migrating to Kansas where he finally died.

The dramatic picture of the inrush of immigration into our county has all the characteristics of a current movie tale. It was part of the original agreement in the treaty of 1837 with the Indians that the white men keep back the tide of immigration until a given time. Johnson and Keokuk counties were settled as early as 1837 and 1838, because of the unevenness of the western boundary line of the treaty. But, also, for this reason, the settlers had been held back from Iowa and Poweshiek boundaries until the time set which was May 1, 1843. Descriptions of the excitement near the boundary line on that eventful night thrill us as we think of that picture a hundred years ago. As it neared midnight on the morning of May 1, settler after settler took his place on the border of his claim which he had scouted out before the actual date of claiming the land. With a bunch of sharpened stakes, and a lantern, or a blazing torch, he waited for the hour.

Exactly on the stroke of midnight the musket was fired from the Agency House in Iowa City and with the loud report of the musket sounded the end of the Indian reign and the beginning of that of the white men. Answering reports rang sharply on the night air, in quick succession, from every hill-top, and in every valley, till the signal was conveyed for miles around, and all understood that civilization had now commenced to move into central Iowa. The moon was slowly sinking in the west, and its beams afforded a feeble and uncertain light for the measurement of claims in which so many were engaged. Soon darkness crept over the land and only the flare of fitful torches and lanterns could be seen as the claim-makers paced off their land. It was an uncertain light for so tremendous an undertaking. But before night had entirely worn away the rough surveys were finished and the rich land had found new owners. Throughout the country, thousands of acres were laid off in claims before dawn. Settlers rushed in by hundreds and the region which had been wild and tranquil, began to pulse to the change which brought the sounds of industry and advance. The claims were paced off, and strangely enough, there were few cases of dispute. Some of the claims were very large, more in some cases than the law allowed the claimants to hold. There are always those who live by the old settler's counsel, "Git a plenty while your gittin', and git the best."

The first settlements in Poweshiek county, like those of all other counties in the state, were made in or near the timber. An old farmer said, "when we came to this country we thought we couldn't live away from the timber, and I wouldn't have given twenty-five cents an acre for the best prairie in the county." As timber originally was found only in strips or small groves along the waterways, we find that the first settlements were made along the banks of these streams or near them. Of course, there were vast stretches of prairie away from these trees. So we find the names of the first settlements sounding something like this: Lattimer's Grove, Snook's Grove, Harklerode's Grove, Talbott's Grove and so on.

So we discover that originally an extensive belt of timber, some two miles in width, extended from the present site of Brooklyn



eastward some five or six miles. It was at the eastern extremity of this grove that the settlement alluded to was made by Henry Snook, and the place was for many years known by the name of Snook's Grove. Mr. Snook was a blacksmith and during the California gold rush he had quite a business mending wagons and shoeing horses that were going west over the heavily traveled road passing his home. When travel along the "dragoon trail" ceased and there was no longer a demand for a blacksmith, Mr. Snook sold his property and moved west. Mr. Snook was one of the three men who started out on that fateful night when the musket fired, who eventually arrived in or near our present locality. From the standpoint of the story of Brooklyn, he is the only one who actually settled near our present town.

Other townships in the county were organized first and Bear Creek was one of the last to be laid out, in spite of the fact that Henry Snook had first settled there. Bear Creek township, as originally constituted was likened to an apple. It pared off from all sides until there was only the core left, but unlike an apple core, the part left always has been the most valuable part. So the township never has suffered from the lack of valuable property.

We have said that Mr. Snook moved on westward, but first he had the pleasure to welcome to the county John F. Talbott with his thirteen children in the year 1846. He also brought with him two yoke of oxen, five horses, and several cows and hogs. Mr. Talbott early saw the need of a sawmill and erected one in 1847. This supplied the community with lumber for twenty years. Even though claims were paced off and the settlers took over their land, it was necessary to divide all townships into sections and it was some time before this job could be completed in the land office opened in Iowa City. So Mr. John J. Talbott has the distinction of having made the first official land entry in the county on August 27, 1847. No other entry of land but Mr. Talbott's was made during that first year. All land was sold at the uniform price of \$1.25 per acre. After the first year, however, it was with much difficulty that the land office kept up with the entries. We can understand the phrase "we are doing a land office business" when we wish to express our rushing life in this twentieth century.

Those pioneers of our county and town came with an honorable purpose of providing homes for themselves in good society. They brought guns with them and used them to shoot meat for their food. For the earliest years the Indians were the nearest neighbors of the white men. Mrs. Mary Capehart, an early resident of Brooklyn, writes as follows: "We first came from Illinois in a covered wagon and settled in Iowa. This country was timberland and our nearest neighbors were six miles away. We had plenty of wild game, such as turkey, deer, prairie chicken and quail. Our home was a log house and the chimney was made of sticks, laid across each other, like a cattle pen, while the outside and inside was covered with mud. The fire place served as a stove. The furniture was as primitive as the house and did not consist of many pieces. Flour was scarce until we were able to raise our own wheat. It took us a week to go to the mill and another week to return home, so you can see two weeks were consumed by us in having our grain ground. When we were out of bread we would often put a half bushel of wheat, or corn, in a big block of wood hollowed out, and with the well sweep, mash the grain. Our neighbors were red men. Their clothing consisted of red blankets, leggings, and moccasins. These red men were great people to beg for something to eat or wear."

Even with the plentiful supply of meat, and the protection of

the groves there were the early hardships of the pioneer days. The winters of 1848 and 1863 were unusually long and cold. Many of the families were snowbound in their own cabins for the entire winter months. It was not uncommon for children to become lost and wander away from home even in the summer and open months of the year. The habit of placing bells around the necks of small children became fixed after some children were lost when they wandered away from their homes. Parents could hear the tinkle of their bells and when they grew fainter, they started out to follow the small wanderers.

There were many privations among these early settlers, but they were happy and neighbors were on the best of terms with one another. Their common interest for preservation was the strongest of ties. When one family lost livestock or a cabin burned down or was blown away, all the neighbors for miles around gathered to help the family rebuild. Here in Poweshiek county the settlers lived for many years before there was a single officer of the law. In fact, it wasn't until the year 1876 that Poweshiek county had a regular jail. One of the first houses in the town of Brooklyn, that of William Manatt's, like those in the county, was very simple. Those in the county have been described as being a "cross between hoop cabins and Indian bark huts." They waited until enough men could be got together for a cabin raising. Then the structure was put together without window sash or window. These were a rarity. They sometimes were made with greased paper over the window, which admitted a little light. More often there was nothing whatever over it. The cracks between the round logs were chinked or daubed to keep out the light and air. Some still living today had their early childhood in log cabins and will remember that in spite of this there sometimes were piles of snow on the bed when they awakened in the morning. The doors were fastened with old-fashioned wooden latches, and for friends, neighbors and even strangers, the string was always out.

The furniture was of the simplest. The one-legged bedstead was an important object in the cabin. It was constructed by cutting a stick the proper length for the height of the bed. Holes were bored at the top end of the stick. These were one and a half inches in diameter and at right angles to each other. Holes of corresponding size were bored in the logs of the corner of the building. Then the one stick was placed at the corner of the room, the width and breadth desired for the bed and long poles were inserted into the stick. Upon this foundation of poles, clapboards or lind bark was laid and interwoven, forming a sort of spring. This was the bed. Later when rope was available, it was used in the place of bark.

An historian of 1880, in commenting about the crudeness of the earlier fireplaces built in chimneys composed of mud and sticks or, at best, undressed stone, and used for heating and cooking purposes and also for ventilation, remarked, "the people of today, familiarized with 'Charter Oak Cooking Stoves and Ranges', would be ill at home were they compelled to prepare a meal with no other conveniences than those provided in a pioneer cabin. It is hard for us to realize in our modern age of gas and electric cooking stoves and oil heating furnaces that only sixty years have passed since our mothers thought that Charter Oak cooking stoves or ranges were the last word for cooking.

Preceding the first grist mills were the crude hominy-blocks which were in reality giant mortar and pestle on the same principle as those used by the early druggists. When a cross cut saw was lacking, several strong men cut the huge tree stump at a height of

about 4 or 5 feet from the ground. This was hollowed out in the top with axes and finally burned out to smooth the inside. This composed the mortar. The pestle was a log cut to the desired length, with an iron wedge attached to the large end. This was the complete machine. Sometimes a hominy-block accommodated an entire neighborhood, and was the means of food for many families for months at a time. The first grist mill in Poweshiek county was built in 1853 in Warren township, by Jacob Lockhart. The patient miller could grind a bushel of meal in an hour. Of course, as has been said, there was plenty of meat. There were deer, elk, even bears occasionally. Added to this were the wild turkeys, prairie chickens, quail and other small birds. The streams of water, near which the early comers always settled, abounded in fish. Sometimes large parties would get together, including whole families, and they would take cooking utensils and equipment for camping out. When a group of this kind had a distance to go they would spend several weeks camping together and fishing.

In the year 1853, one settler came to this settlement, bringing only fifty cents in money and his family. Added to the wild meat, the crudely ground meal this family had stewed pumpkin and potatoes. This was a typical family at that time. In spite of what seems to us the greatest privations, the family lived and even grew fat.

One of the peculiar circumstances of pioneer life was the great loneliness and oppressive solitude. It was natural for these people to gather together for the purpose of companionship as well as to help one another in trouble. On occasions of special interest, such as elections, holiday celebrations or camp meetings, it was nothing unusual for a few settlers who lived in the immediate neighborhood of the meeting to entertain scores of those who had come from a distance.

As we look back on the very earliest days of our town we wonder at the lack of places for public entertainment. Hotels were rare. Wood's Hotel in the early 1860's was the first one in the town of Brooklyn. But before this, lacking commercial gathering places, every cabin in a settlement or in the country was a place of entertainment. When a new cabin was being raised and the men were busy with the cutting and placing of the logs; the women preparing the meal for the hungry people, the cabin nearest to the scene was sometimes crowded to its utmost capacity. It is said that on one occasion, when bed-time came, the first family would take the back part of the cabin, and then the rest of the room would be taken up with whole families until the limit was reached. The young men slept in the covered wagons outside. In the morning those nearest the door arose first and went outside to dress. Meals were served on the rear end of the wagon, and consisted of corn bread, butter-milk, and fat pork, and occasionally coffee to take away the chill of the morning. On Sundays, for a change, they had bread made of wheat "treed out" on the ground by horses, cleaned with a sheet, and pounded by hand. This was the best that the most fastidious could obtain, and this was only for one day in the seven.

Life was very real in those days and there was no time to be lost. It was necessary that each family raise enough corn to take them through the winter, and get the ground broken for new fields. The agricultural implements were crude. The only plows in the early days were what the settlers termed "bull plows". The mould boards were generally of wood, but in some cases they were half wood and half iron. These plows with half iron were rare and a man owning one was privileged. One historian of the 1880's remarked, "The bull plow was probably better adapted to the fields abounding



in stumps and roots than would the modern sulky have been, and the old-fashioned wheat cradle did better work than would a modern harvester under like circumstances." Strangely enough, the country which was first settled was that which was the hardest to break and cultivate. The broad prairie land was left for the late comers.

Stores and places of trade were at a great distance. For this reason, whenever one family killed a deer or some other large animal, they shared with their neighbors. When one settler was unable to harvest the amount of grain necessary for his family, he traded with a neighbor for some other article. The cost of transporting goods that the settlers wished, was almost prohibitive. If such articles as calico, sugar, axes, hoes, or knives were obtained, they were purchased at a ruinous rate of exchange of farm produce.

Stage coaches carried the passengers and produce before the railroads. There were lines through Montezuma to Des Moines from Iowa City. Another line passed through Marengo, Brooklyn and Grinnell to Des Moines. These two lines met at Lattimer's Grove and from there to Des Moines there were two coaches over the same route. The Western Stagecoach Company furnished the only public conveyance through the county. This was in 1854 when the county was only six years old and there were 1,952 people calling Poweshiek county their home. The stages were a great convenience for land seekers. Among the distinguished men in the county were Kimball Porter of Iowa City and Colonel E. F. Hooker of Des Moines. This was at the time that Iowa City was the capital of the state. Their "coach and four" were the admiration of all occupants of the cabins along the way. "It brought them visitors from the east or their messages which were almost as good, and reminded them that it had come from the railroad which could carry them more swiftly back to their old home if they should desire and had the money. And how grandly the horses dashed up to the stage barn at the crack of the whip and with the driver's 'howdy,' while the small boy stood at the corner with his hands buried in his pockets and his knees out of his pants, resolving that he, too, would be a stage driver. True, they did not always move so impressively and so inspiringly. An unavoidable slough, bridgeless and mellow, often gave them a solemn pause when the wheels took a lunge toward China and the horses stopped to let them go. Stage driver, passengers and horses were in for it and how did they ever get out?"

Of course, the stages and their drivers were not always right. We have the story of Amos Bixby of Grinnell. As the story was told, "The road ran across his land. He broke up his farm and put in his crop. The stage was still driven across his land. He fenced it. The driver threw down the fence and drove across as usual. The Yankee owner was a mild, gentlemanly fellow. The driver was warned that it would not be wise to tear that fence down again. The stage came once more. Down went the fence. The horses entered the field. A bullet dropped the leaders. The mild gentleman had pulled the trigger. The coach then took the right angle around the field. The hypotenuse across it had become dangerous. The company sued for damages and for interfering with the United States mail. The farmer plead his own case. He said: "You need no witnesses. I killed the old horses. What would you do, farmers, on the jury? I am one of you. My growing wheat was the bread of my family, which the cattle, let in, were destroying. I had no enmity toward the driver, and would not harm him. I chose the most effective plan of reaching the company, of turning back the trespassers, by dropping their old horses about ready to die. My crop was saved by the best method of defense I knew. I followed my convictions of right and am ready

to suffer if guilty of any wrong. Gentlemen, you with the spirit of men would have defended your property. I had no other certain remedy. I would do so again, and am not afraid of your verdict." The judge, afterward a colonel in the Union army and governor of the state, gave a charge favorable to the defendant, and the jury promptly gave its verdict, "not guilty", and the courthouse echoed with cheers. This mistake was not the fault of the stage coach company. The company was a great benefactor to the community before the coming of the railroads. Of course, these stages were preceded by the oxen or cows of the covered wagon trains and the infrequent horses of the earliest comers. The development of transportation in Brooklyn and vicinity from oxen to airplanes is recorded in another part of this story.

The railroads had barely reached Chicago by the time Poweshiek County was first opened to migrants. Once again it seems interesting to record the exact words of one who actually was here when the first houses were built. Even though we are repeating some of what has been written, the letter, written by Dr. Sears shortly after he arrived on the spot where Brooklyn was to be, is too important a document to be left unrecorded. Parts of it, therefore, are being included here. He wrote: "In the summer of 1854 I resided in Lee County, at the head of the Lower Rapids. There I met a Mr. Johnson, who was the Iowa agent of the Deere Plow Company and had traveled over much of the state in the interests of that company....I consulted him as to different localities. He told me that the Mississippi and Missouri railroad had been definitely located from Davenport through Iowa City, Marengo and up Big and Little Bear Creeks, past Grinnell to Des Moines, and that Snook's Grove was a promising locality. I think that road was graded as far as Iowa City, and it was expected that the track would be laid that far within a year and the grading would be done and the road finished the next year as far as Grinnell." He felt sure a fine town would spring up near Snook's Grove, or Talbott's Grove, as some called it.

"The day after I graduated at Rush Medical College, Chicago," continued Dr. Sears, "I took the first passenger train that ever crossed the state of Illinois, it being the Chicago, Rock Island and Pacific train, and consequently my mind was directed to that line as probably the first to be built into Iowa. This road, the Chicago, Rock Island and Pacific, absorbed the Mississippi and Missouri railroad and was the first built into the state, but not as far as Talbott's Grove for nine years thereafter."

The people in the settlement, that was later to become Brooklyn, were elated when the railroad surveys were made in about 1856. Then for two or three years nothing was done. A second survey was then made along Bear Creek about 1859. The road had come, by that time, to a point about three miles east of Brooklyn, but here it stopped suddenly in the midst of the timber and remained for nine years. Another survey was made through the south part of the county and the settlers at Brooklyn and Grinnell were in despair as they thought that they would lose the road. However, the road was graded in 1860, and during the year 1862, with much flourish and many ceremonies, the rails were laid as far as section 18 in Warren township. Here a turn table was put in and for one year was the western terminal of the railroad. The soldiers from the west, during the first two years of the Civil War, came east as far as the turn table, from the western part of the state, and took the train at this point for Davenport.

Dr. Sears continued his interesting story of the trip he made to

Talbott's Grove in the summer of 1854. He said, "I desired to see that country (Talbott's Grove) for myself, and so with my horse and buggy, I took a friend with me and drove through central Iowa to that section....I stopped on the way and people thought that I was wild to insist upon going to Snook's Grove or Bear Creek, as they called it, now Brooklyn."

"I felt sure that Mr. Johnson had not misinformed me as to the future of that section, and so I started for the tavern of our old, patriarchal, pioneer uncle, Robert Manatt, or 'Uncle Bobbie,' as he was familiarly called, which I reached about sundown, having met with quite an adventure on my way. The road was not traveled much and fire in the grass was running before a brisk south wind like a race horse. I soon found myself between two prairie fires which were rapidly approaching me. Having a supply of matches with me, I started a fire on the north side of the road, and before the other fire reached me was on a burned spot of ground. Although the heat and smoke of the approaching fire nearly stifled me. I was safe and in an hour could proceed on my way safely. Uncle Robert Manatt kept the only recognized 'inn' there, having a good house and barn and lots of grain and hay, and a real sign on a post near the road. Old Mother Talbott lived near the grove and also had another stopping place for travelers. In fact, nearly every house was open to the traveling public, and whenever night overtook them they were welcome to meal, lodging and provender for their teams.

"A little farther east was Robert Manatt, jr., and still farther on was Willie Scott, Uncle Bobbie's son-in-law. Then came John Manatt's place, then 'Uncle' John Gwinn and beyond, his son, Sampson Gwinn. These were all good farmers and had good houses and barns, built largely from revenue from the traveling public. Just north of Uncle Bobbie's was his son-in-law, John Talbott, then county judge, and a real good man. Across the creek was Thomas Faulkner, a son-in-law of Mr. Talbott. Robert Talbott lived on the south side of Little Bear Creek, while Joshua was still single and lived with his mother and managed the farm and ran the sawmill owned by them on Big Bear Creek. Snook's Grove at that time was a magnificent body of timber, filled with game of all kinds, deer, turkeys, pheasants, squirrels, and quail, while prairie chicken could be found by the hundreds of thousands."

"West of Manatt's was his son, William, and still farther beyond, the home of Dr. Edward Barton, and still farther west was 'Uncle' Jimmy Gwinn. Five miles west was the farm home of Dr. Barton, kept by James Flock and his wife, principally the latter. About three miles still farther west lived Lewis Zinck, a son-in-law of Thomas Motherell, who lived north on Big Bear Creek. West beyond Zinck on the old state road to Westfield, and also on the new road to Grinnell (then known as 'the colony') was one unbroken expanse of open prairie, fearful in dark nights and wet weather, and terrific in the storms of winter. From Marengo west to Grinnell and Westfield was a stretch of nearly forty miles. There were few houses besides those mentioned, on this entire stretch of country. All else was an unbroken wilderness, interspersed here and there with a little native grove."

By the time Brooklyn was platted, in 1850, the wilderness was changed. A few corn fields took the place of some groves of timber; a few good horses drew a few shiny carriages even with the farm families, instead of the early lumber wagon. Dr. Sears had one of the first stores in the town, as has been described earlier, but William Manatt's house, besides being an inn, also housed the little store of the firm of Guffy and Sedgwick.



Once the railroad arrived in Brooklyn in 1862, it became greatly responsible for the town's early growth and importance. At one time the town was a railroad center, having a round-house to accommodate thirteen engines, with the attendant growth in population caused by this new development. Soon after the railroad was built into Brooklyn, the firm of T. J. Holmes and Son built an elevator and warehouse. This was not only the first grain elevator in Brooklyn, but, it is said, the first one on a railroad one hundred miles west of the Mississippi river.

Before Bear Creek township was organized there was created what was known as Bear Creek precinct, composed of nine townships, Jefferson, Madison, Sheridan, Chester, Grinnell, Malcom, Bear Creek, Warren and Lincoln. The first election in this precinct occurred in the house of Henry Snook, on the first Monday in April, 1848. Mr. Snook's house was then about three miles east of Brooklyn. At that election seven votes were cast, and every voter in those nine townships was there but one. The names of those who voted are: John J. Talbott, Henry Snook, George Snook, J. C. Talbott, Robert Talbott, Stephen Bunker, Jonathan Bunker and William Manatt. Mr. Jacob Snyder was the only voter in the precinct absent from the polls that day.

The first county election in 1848 had nothing to do with politics as it was held for the main purpose of organizing the county. Political differences did not appear for two whole years. Of course, at the time the state of Iowa was first opened and until after the Civil War, the subject of slavery was of prime importance to the settlers. "The first courthouse in the county was erected on the northeast corner of the square in Montezuma. It was properly begun in 1849 and completed in 1850, so that it was suitable for the use of public meetings. A very few of the people of the county at that time were living in frame houses which were not plastered, and otherwise incomplete, but were considered palatial compared to the log cabins. If we are to believe the current reports, even those county officials known as county commissioners resided in log houses without floors or windows, and it is easy to be seen that these dignitaries were in no haste to have a court-house so much better than their own dwellings." This courthouse was not built until after the county had been open for three years. The first county jail was not built until 1876.

Among the other "firsts" in the county were the following: The first regular physician was Dr. Edward Barton. Mr. Edward Aldrich of New York was the first lawyer. The first birth was Sarah Manassa Manatt, daughter of William and Mary Ann Manatt, born March 14, 1851. The first marriage was that of William Wallace to Rosa Ann Talbott. The first school was taught on section 12 in the winter of 1854-1855, by Robert Shimer, for \$14.00 per month. There were about thirty-five pupils in attendance. John J. Talbott, who was a first settler, also was the first to die in the new settlement. His death occurred on February 20, 1849, just three years after his arrival. On the day of his death, the few settlers gathered to mourn the passing of the strong man who had been their leader. Even the Indians, many of whom camped in the timber near the cabin, came to the house, covering their faces with blankets and making other signs of grief at the loss of one they knew to be their friend. The first minister in the county, the Reverend J. B. Hardy, was later to reside in Brooklyn. His first services in the county were public religious services held in the spring of 1844 in the log cabin of Mr. Satchell, four miles south of Montezuma. He lived to a good old age and was a clergyman in the Methodist Church for sixty years.

Although the town of Brooklyn had been in existence for sev-

eral years, it wasn't until April 5, 1869, that the first election was held here for the purpose of incorporation. Prior to this date, John W. Cheshire, Clerk of the Circuit Court, appointed the following men to act as commissioners and authorized them to call an election for the purpose of incorporating the new town: Thomas J. Holmes, George W. Blakeslee, Henry G. Cummings, Sanford Suits, and James D. Haile. Following the election for incorporation, the first election for town officers was held on May 29, 1869, just a little over a month after the date of incorporation. The first mayor of the town was L. L. Littlefield. He was followed by Thomas Rainsburg, S. M. Gibbs (two terms), W. T. Sharp, B. M. Talbott, J. D. Haile, William Ballantyne, R. C. Gibbs, H. S. Cook, Horace Whitcomb, William E. Small, O. F. Dorrance, R. Flook, George Phillips, E. H. Skinner, S. W. Heath, A. E. Anger, A. S. Murrison, H. M. Chase, J. E. John, O. D. Hall, W. M. Montgomery, Fred F. Thompson, I. J. Ormiston, C. E. Brooks, and F. J. Gates.

Verne Wolfe is the mayor of Brooklyn at the present time. It is interesting to review a few of the taxes at that time. A complete list would be beside the point. A sampling of these shows that in the year 1848, when the first tax was levied, payable in 1850, William Scott paid the highest tax. He paid the sum of \$19.79 in taxes on a property evaluated at \$2,756. John Manatt was the next largest tax payer, paying \$10.90 on property assessed at \$1,487. John Talbott had property valued at \$1,183 on which he paid a tax of \$8.78. The teacher's fund for Bear Creek Township was one mill in 1858 and the schoolhouse fund was levied at four mills.

The town of Brooklyn and immediate vicinity has been well represented in the General Assemblies of the State of Iowa from its earliest history to the present. There have been two senators from Brooklyn, John Conaway for three years, and J. E. (Jack) Talbott. Those who have been representatives from Brooklyn are: John Connell, David Emery, L. E. Cardell, Andrew J. Wood, for two sessions, Elbert Clark, Azel McIlrath, for two sessions; W. J. McLain, J. W. Frizzell, three regular sessions and two extra sessions, George Paul, two sessions. Judges of the district court have been drawn from Brooklyn, with John T. Scott and John F. Talbott representing the town.

The first postoffice was established in the township in 1849 in the home of Mrs. Mary Talbott, widow of John J. Talbott. Her son, Joshua C. Talbott, was the first postmaster. At that time ten families received their mail at the Bear Creek postoffice. The mail was brought by stagecoach. He continued as postmaster until 1854. Dr. Edward Barton followed him but for the only time in its history, the post office was discontinued for a period of six months. Then Dr. Reuben Sears was postmaster for two years, followed by S. F. Pruyn, L. S. Shields, James E. Johnson (during the Civil War), Charles Harrah, Dr. C. E. Rayburn, and David Sterling. In 1869 the town was divided into two parts and O. Dorrance was postmaster for East Brooklyn and B. M. Talbott for West Brooklyn. Following this to the present were George Phillips, Colonel Small, H. H. Reed, W. T. Sharp, C. S. Crain, E. E. Rayburn, C. E. Brooks, J. A. Barnes, and Miss Estelle Coon. Although the local post office was destroyed by fire at two times in its history, the first time in 1886 and again in 1894, there was no time during this emergency that the mail was not delivered to the Brooklyn people. Three hours after the fire of 1894, postmaster W. T. Sharp had the mail distributed as usual. However, there have been two times when floods that blocked and washed out the railroad tracks prevented the mail even getting to Brooklyn. In the flood of June 27, 1924 the railroad track was wash-



ed out and there was no mail for a week. The only news that the town had was the one Chicago newspaper that a traveling man brought in with him. This was put in a window of a business building and people flocked there to read the news. This was before the general use of radio. One other time, before the 1924 flood, Little Bear Creek was out of its banks for several days. In order for the mail and newspapers to be distributed it was necessary for someone to go over to South Brooklyn in a boat and bring Mr. Brooks, the postmaster at that time, to the post office. Free rural delivery went into service around Brooklyn in the early 1900's.

It was in the early 1970's that Brooklyn became known as the town in which the first barbed wire fence in the world was made. As the story goes, "a dutchman" by the name of Christian Frederick Schone, in a final effort to keep his fine stallions in their pasture, got the idea of fastening staples to wire in his blacksmith shop. Present day historians are not agreed as to the place of his residence at that time, but it is thought by some that he lived on the lot second from the corner of Des Moines Street and on the east side of Mill streets in North Brooklyn. Others say that he lived and had his shop on the corner of Mill and Pleasant streets, just southeast of the Brooklyn school building. It appears that, wherever his place of residence was, he caused quite a stir in Brooklyn when Chicago lawyers called on him to verify his beginnings in the barbed wire fence idea as they were trying to settle a lawsuit between several men who claimed the patent on the fencing. It was established at that time that Mr. Schone was actually the originator of the idea and thus, Brooklyn is known as the birthplace of barbed wire fencing in the world.

It is interesting to note how very small the changes have been in the population of Brooklyn almost from the very start of its career. The first federal census to be taken in Brooklyn was numbered in the year 1870. At this time there were 1,000 people living in North Brooklyn and 250 in South Brooklyn, making a total of 1,250 population at that time. In 1880 the population had lost a few, being only 1,236. By 1900 there were only 1,188 and in 1910 there were again 1,236. Although the 1950 census has not been completed it is estimated that the figure will be around 1,500. Although there was a large floating population during the time Brooklyn had the large roundhouse on the railroad, there were a number of Hotels and Inns in the town and these transients probably were housed there and not counted in the census.

The present lack of houses for rent or sale is not a new situation in Brooklyn as the following item appeared in the Brooklyn Chronicle for May 9, 1890: "Not a house to rent in town and not one for sale. Applications are made every day for residence property and the result is always the same — none on the market. A dozen new houses could be rented today if they were built. There is not such a demand for business houses, yet all are occupied and there are none that go begging for renters. Brooklyn lost a good many people during the California boom but their places are all taken and the population has kept on increasing. Newcomers take their places and the young people are going into business and are establishing homes for themselves."

With the passing of the first few years, Brooklyn grew and thrived and took her place among the other towns of the surrounding county and state. In 1865 the average price of improved land was given as \$25 per acre, while unimproved land was \$8. This already was an increase over the original \$1.25 that was charged by the first settlers only a few years earlier. At about this same time coal

sold for 35 cents a bushel in Brooklyn. The average price of horses was placed at \$150, mules \$200 and beef cattle sold for around six cents a pound. Horses and mules were at a high premium as they were needed in the farm work. By 1870, according to an item in the Brooklyn Chronicle for September 3, 1870, "...twenty years ago there were but ten fenced and plowed fields within the boundaries of Poweshiek. Today there must be 35,000 acres under fence, which is yearly tilled and mowed by 3,000 right smart farmers." The following list of businesses in Brooklyn in 1880 will show that the first thirty years of the little settlement had prospered by great strides: "...there are now (1880) 5 churches, 2 school buildings, 2 banks, 3 hotels, 6 general stores, 8 grocery stores, 2 hardware stores, 2 drug stores, 7 blacksmith shops, 3 wagon shops, 4 carpenter shops, 2 book stores, 4 grain elevators, 3 lumber yards, 1 mill and elevator combined, 1 livery, 2 harness shops, 1 public hall, 1 clothing store, 1 news stand, 2 jewelry stores, 5 meat markets, 1 bakery, 2 restaurants, 1 photograph gallery, 1 music store, 3 barber shops, 1 depot, telegraph office, baggage room, 7 ministers, 6 doctors, 2 dentists, 6 lawyers, 2 insurance agencies, 1 printing office, 2 tailor shops, 1 wire-barbing shop, 2 coal yards, 4 millinery and 2 dress-making establishments, 2 shoe shops, 1 furniture store, 2 paint shops. Although life in Brooklyn had become hustling and everyone had an idea of getting ahead, a humorous incident that will indicate to us the leisure of that time compared with our streamlined and rocket trains of today is one that was related in the Brooklyn Chronicle for August 27, 1886. This actually happened near Brooklyn and is quoted under the heading, "He Did Up His Man," as follows: "Jim Crockett stopped his train Monday morning to get out of his engine to thrash a tramp who sat on the fence and made faces at him. Jim wouldn't stand any such insult. Great excitement prevailed about the depot when the passenger stopped just west of the switch. Crip Coleman rushed to the telegraph office and demanded his time thinking he had left the switch open. Jim did up his man, however, on short notice and was soon over the hill and far away."

Just a little later, in 1890, the first typewriter had revolutionized the British War office, and according to a report of that time, "...the machine was such a success that it was proposed to transfer some of the work done by the clerks at that time to the women with their machines." Brooklyn was not too far behind, having a typewriter or two a few years after this date. It was about this time, in 1896 to be exact, that the following item was reported in the Brooklyn Chronicle for February 28 of that year: "Your skeleton photographed while you live. Few discoveries of the century have created greater interest than the marvelous process of photography given to the world by Professor Roentgen of Wurzburg University, Bavaria...It is discussed by physicians and professors and vast things are claimed for it. 'If,' says one prominent physician, 'you can look right in on a man's liver and other organs, it will be a most valuable aid in diagnosing a case'... In looking at the picture after completion it will be found that there remains only a faint outline of the flesh, while the bones appear well defined...."

Thomas A. Edison had given the world the electric light and by 1888 the phonograph was perfected to the extent that the first 500 machines were ready for market in January of that year. Mr. Edison made the claim that the phonograph would not only take down the words of the person speaking them, but would retain them for as long as the record would last. They would be the exact words of the person uttering them in the first place. This was the marvel of the years just before the new century. It is recalled there were many



of these new machines in Brooklyn among the first. . .

Reports of some championships in Poweshiek County created almost as much excitement as the famous John L. Sullivan-Corbett fight which took place a little earlier. According to an entry in the Brooklyn Chronicle of May 16, 1890, "George Johnson of Brooklyn, the champion corn dropper of the county, has been dropping corn in this neck o' the woods the past (Union Ridge) few days and told that he had dropped 240 acres this year." Jim Craig was the champion gopher trapper of the county that year. He caught 500 gophers in three weeks on the John McLain farm. He worked on the farm during the day making fence and caught the gophers nights and mornings. Two other champions of that time were Johnnie and Thomas Hutchinson. They were considered "the leading threshers of the county." They purchased one of the finest threshing outfits that could be bought, worth \$1700. It consists of one traction engine, ten horse power, one separator, 36 inch cylinder, one elevator to measure grain and one straw stacker."

By 1893, according to an item in the local newspaper of August 25, "...at this time when the country is startled with news of failures and disasters, every community should be drawn more closely together for mutual protection. Sustain the home market and keep every cent at home that is possible. The crop prospects are good and will be placed upon the market at the same time. Patronize your home merchant. Don't go away from home for anything you can buy at home. The outside dealer has no interest in you or your town; aside from the money he gets from you. Common justice demands that when you have the cash to pay for goods, as you must have when you trade with outsiders you should spend it with the local merchants who accommodate you when you are short of funds."

These were troublous times in our country, and were reflected in our local newspapers. There are some who remember when Kelly's Army marched through Brooklyn on their way to Washington, D. C., in the latter part of April, 1894. This band of men, like that of Coxe's Army about the same time, were a crusade of those out of employment. They marched across the middlewestern states in the spring of that year on their way to discuss hard times with the administrators at Washington. Many of them were arrested as soon as they arrived in the nation's capitol. Always there have been strikes. In July, 1894, there was a railroad strike which caused Malcom merchants to have to come to Brooklyn and haul their goods from the freight cars that had been stopped here. It was in this same month that Honolulu, Hawaii, first celebrated the Fourth of July with the United States of America.

Women's styles always have had a place in the news of the day. In the spring of 1893 even some in Brooklyn were willing to join the "no-crinoline league" that was formed in this country about that time. They wanted to "pledge themselves not to wear hoop skirts, even if, as the report goes, these abominations are brought into fashion again." A little later, in 1895, a woman in a nearby town created a sensation by "appearing upon the streets in full dress Knickerbockers, sort of a Syrian trouser. To show her practical ideas about reform of women's dress and the freedom of her sex from fashion's dictates, she went to a livery stable, ordered a horse saddled, and astride in her Knickerbockers, rode over the town and made calls upon her lady friends. Some of them fled from her in dismay and none went to the street to greet her." Just as many of us were upset by the very short, above the knee length skirts of the 1920's and amused at the "new look" that was only recently introduced in the 1940's when again women's skirts were dashed to the

point where they almost swept the ground.

By 1891 Brooklyn women were beginning to know their power and to want the right to vote, although the National Women's Suffrage Association had been organized twenty-three years before this, with Miss Susan B. Anthony its leader. Another national figure, Mrs. Carrie Nation, who was agitating against saloons at the time, was arrested and jailed for "wrecking one of the finest saloons in Topeka, Kansas" and it was recalled that there were many local women who admired her "spunk", although they thought it was unladylike." The election of 1891 created quite a stir and the following notice appeared in the local newspaper for October 30:

Vote as you pray  
Vote for the home  
Vote for the school  
Vote against the saloons  
Calcutta coffee suits everyone  
Next Tuesday is election day.

In this same year America's most representative man of letters, James Russell Lowell died. At this same period the question of "original packages" became of top importance not only to the country at large, the state of Iowa, but to Brooklyn. This was the question whether liquor was an article of commerce that could be shipped from one state to another and sold, if not broken, in its original package. The Supreme Court of the United States ruled that this was the case and local people were disturbed at the decision as it meant open saloons could be continued.

Frank L. Neff has been in business in Brooklyn since the year 1897 and has been located in the same building for the last forty-five of these. U. M. Reed has been practicing law here since 1899. Theirs are the two oldest businesses in town to date.

In 1900 a consignment of "fat steers" was shipped to Liverpool, England from Poweshiek county. These were 1,800 pound animals and they were accompanied by their owners, Matt Ewart, Nate Clark and Bruce Nutting. It was at this time that a family could live in a ten room house for \$564 per year, which included the cost of coal and wood, at \$20; gas and oil at \$10; ice for the summer months, \$8; provisions, \$200; and house rent, \$300. This family also could afford to have washing and ironing done for \$25 per year.

The report of the new "milking machine patent" formed a great part of the Saturday evening discussions of the farmers as they gathered on the streets in Brooklyn about 1895. It was agreed that the new machines would make a great difference in their work.

About 1900 there was a butter tub factory in Brooklyn operated by Lee Mark and Charlie Marble. It was located on Des Moines Street where the McMullin Shop is today. This factory supplied butter tubs for the Talbott-Spencer Creamery and barrels for pickles and vinegar. Later this factory was sold to the Smith Brothers and it was moved to the lot at the corner of west Front street where the road turns onto the South Side.

The next year, 1901, President McKinley again was elected as president of the United States. He took the oath of office just one month after the passing of Queen Victoria of England. The new century, and with it a new era, had started.



## SECTION TWO — Transportation and Highways

Brooklyn enjoys the distinction of being on United States Highway No. 6. This road, before it was paved in 1928, was known as the old River to River Road, which name was given it when it was the main route for covered wagon trains traversing their slow way across the state, from Davenport, Iowa City, Brooklyn, Grinnell, Des Moines and on to Council Bluffs. It is interesting to note in passing that a Brooklyn Chronicle for Sept. 3, 1870, remarks the following: "A string of emigrant wagons, nearly a quarter of a mile in length, bound 'westward ho!' passed through this place (Brooklyn) one day last week. The covered vehicles forcibly reminded us the 'days when we went camping'." These wagons usually were drawn by teams of oxen. As late as 1890 some farmers used these animals to draw their farm wagons and to pull their plows. As has been noted, the first roads were merely unbroken tracks in the prairie grass, gradually becoming more defined as the traffic grew heavier and more frequent. The "dragoons," sent out from Iowa City to "police" the roads, galloped over these trails on horses. About the time of the first settlements in Brooklyn, a "pony express line" was started over the old Santa Fe Trail, a route south of the River to River Road. Nothing has been recorded and little recalled of such a freight line on the road through Brooklyn. But it is definitely known that such a company existed. It is recalled today by Mrs. Gordon Murrison, still a Brooklyn resident, that her father, Thomas Frizzell, came to this town when he was about 17 years of age. He found employment at once in the exciting venture of hauling produce in wagons from Iowa City to Des Moines. One time is recalled especially when he had delivered a wagonload of goods to Des Moines and was eating in a well known restaurant of that city. He wondered at the covert glances of two men at the next table. Finally one of them approached him to ask if he would be willing to take two suitcases for them to Iowa City on his return trip. He said that he would do this and placed them in his wagon. He noticed that they were unusually heavy. It wasn't until sometime later, when he had delivered them in Iowa City and once more met the men who had commissioned him to take them from Des Moines, that he discovered what the suitcases contained. They were full of silver and gold that the two men, federal government tax collectors, had collected from the settlers west of Des Moines. These men had discovered that they were being followed by thieves and in the desire to throw them off the trail of the money, had asked this honest looking strange boy to carry it to Iowa City for them. Many more strange tales could be told if they had been recorded at the time or the writer had had the time to talk with other early residents.

Because of the lack of actual records of such a line through Brooklyn, the writer has quoted a description of the Santa Fe Trail which probably was duplicated on the old River to River road through our town. Colonel Alexander Majors, a resident of Chicago, who lived until about 1900, originated the now famous and almost legendary "freight line and pony express." His trail followed one already defined, but he was the first man to carry freight over it. He developed freighting as an industry. According to an early issue of the Brooklyn Chronicle ". . . He (Majors) started in the business with a little outfit of six wagons and forty oxen, for it took six oxen to draw one of the wagons. His first trip was made to Santa Fe (from Chicago), and the run of 800 miles and back was made in 92 days. This was unprecedented in the time as was the fact that Majors brought his oxen back as fat and sleek as when they started. They

soon increased their equipment to 40,000 oxen and 4,000 wagons. In 1859 the pony express was run, covered 2,000 miles in about 20 days. There were 190 stations and 280 men riders for the 500 horses used." With the building of the railroad, about 1862, this venture began to fade into the past. In 1899 western settlers were intrigued by such advertisements as this (posted in eastern cities) listed for Aug. 11, 1899: "Homeseekers Excursion. The Iowa Central Railroad will sell round trip excursion tickets at one fare plus two dollars to points in the following territory: Arizona, British Columbia, Colorado, Idaho, Kansas, Montana, Nebraska, New Mexico, Oregon, Utah, Washington, Wyoming, Indian Territory, Louisiana, Missouri, Oklahoma, Texas, Iowa, Minnesota, North and South Dakota, Wisconsin, Northern Michigan. . .". By this time, too (1899), a comment in the Brooklyn Chronicle for Oct. 27 that year, amazes us, ". . . a freight car passed through here this week constructed wholly of steel; not so much as a splinter of wood was to be found about." Time was beginning to "march on."

In 1887, when riding horses had saddles "made with a pillion behind, for use when a man took his wife on behind him on a horse to go to church, or the young man to take his best girl to singing school. . .", bridle paths were more important than roads and the highway of our present time was not thought of. Those were the days when the purchase of a "new buggy" was cause for comment in the newspapers, as new cars are listed today. Because many of Brooklyn's residents today will remember the pride they took in their "carriages" or "buggies," we quote a paragraph published about 1891 on the CARE OF THE CARRIAGE. It goes as follows: "Five dollars per annum and proper care will keep a farmer's pleasure wagon looking as well as that of the millionaire. Apply paint once a year and varnish twice. As soon as the vehicle returns home muddy, wash the mud off by throwing water upon it, and then use a sponge softly. Keep the wagon under cover and from escaping ammonia; if kept in a stable ammonia will destroy the varnish; it has been known to do this in one night. Standing in the fierce rays of the sun when no breeze is stirring is always bad. A feather duster is a necessary adjunct to the carriage house, and should be used every time the vehicle returns from a dusty drive."

About this time, 1880, the first bicycles were being introduced into Brooklyn society. The very first ones were those with the rider sitting on top of a wheel about five feet high, with a small wheel in the rear, supposedly to steady the object. By 1890 the old high bicycles were supplanted by the ones we know today, with the two wheels the same size. The young ladies of the day become so bold that the most daring of them adopted the divided skirt as a bicycle costume. Several of the more advanced wheelmen of Brooklyn attended the "eleventh annual meeting of the Iowa League of American Wheelmen which was held in Oskaloosa for two days." By 1896 an ingenious Englishman by the name of J. H. Knight, had got the idea that peddling a bicycle was too much work. So he invented the motorcycle. A January issue of the Chronicle describes the new machine as follows: "The motor, run by gasoline, runs constantly. It is almost silent in running and horses take no notice of it. It will run about seven and one half miles in an hour with one person on it. It has a brake but no arrangement for reversing is used or thought necessary. The cooling water for the engine cylinder is contained in a tank under the seat and a current of air is drawn by the exhaust over the water. . .".

As early as 1895 Brooklyn people had begun to hail the "horseless carriage" as something they might be able to afford for their



families. However, they were warned by some of their friends in the east that the "present article (auto) in its completest form, costs between \$1,000 and \$1,500. This, however, is the imported machine. When our own inventors and manufacturers have set their wits at work we may have something more within the reach of modest means, but it will be a long time before the horseless carriage will be the poor man's toy." Shortly after the turn of the century a few of the most courageous men in Brooklyn were the owners of automobiles. The writer hesitates to name these, as much discussion has been occasioned by the quest for the name of the person who owned the first car. The early car owners that have been recalled are Dr. A. C. Landes, who had a cream-colored, high, buggy-type car with hard tires. The children of the community were considered to be heroes of the day if they were permitted to climb up the two steps in the center rear of the car, to enter the rear compartment by means of a small door. The compartment was square, with the seats running around all four sides. Dr. I. N. Busby was the proud possessor of a "four seater" Stanley Steamer. Many a child submitted to having his tonsils removed with the bribe of a ride in the doctor's automobile if he were good. Probably a little later "Bert" Sherwood in his car, called the "Red Devil Model" and Bert Sloan in his Reo with its red spoked wheels, acetelyne lights, and crank on the side of the car may have been considered to be "first car owners." There doubtless were others, but it is impossible to talk with all those who might recall the names of their owners. None of these first autos was equipped with tops or windshields as these accessories were unknown at that time. On November 2, 1900, Brooklyn residents were startled to read in their home paper of the "Long Drive In Auto" made by John L. French from St. Louis to Chicago, in the fabulous time of thirty-six hours, in spite of the fact that he had bad roads and lost fifty miles in one day by going out of his way by wrong directions given him by persons along the way. He traveled without chart and didn't try to choose the most direct route. He made the journey to prove that the horseless carriage could be used satisfactorily on the dirt roads of the country, and that it could be depended upon to climb hills and through deep mud. He found sand to be even more hazardous than mud. The automobile in which the long drive was made is of phaeton pattern and weighs 1,000 pounds. It consumed eighteen gallons of gasoline at a cost of \$2.00 for the trip. Many never had seen an auto and rushed out to the street to see the new contraption. Even the horses were amazed and the dogs barked and fled in terror. The long drive ended without mishap after a punctured tire was repaired with rope and the driver pushed the machine out of the mud in which he was stuck for a while."

The original River to River Road, as it was called, used to run through the north end of Brooklyn. As it approached the town from the east it turned on a diagonal line north to the Gould country schoolhouse from the Gerald Manatt corner. After leaving the Gould school the road continued west, and after several jogs, was routed through town on Des Moines Street where it angled southwest again to what is now the main highway, having followed the tree shaded road now known as "lover's lane."

In 1928 a portion of land, known as the "Manatt pasture" was transferred from the Manatt family to the State of Iowa and surveyors began work almost at once to make plans for the new United States Highway No. 32, later changed to No. 6, which was to go through Brooklyn. The new, paved road, with the viaduct over the railroad tracks, was cut through where no road had been. Up until this time there only were country lanes, crossed with barbed wire

fences. These lanes were accessible to the few wagons that traversed them by means of gates, that were opened and then closed to prevent cattle from roaming. When the new road was opened it was found necessary to have a stop and go light at the intersection of Jackson and First Street. The light was placed in the center of the highway. However, the post on which the light was fixed, proved to be too great a hazard, actually being the cause of several bad accidents at the corner. For this reason the center post was removed and the present corner lights installed. Brooklyn has the distinction at this time of having the only stop and go light between Iowa City and Newton.

With the shortening of distances in our twentieth century, we also have shortened our span of time, and with it our span of credibility. It is hard for us to believe that so many "firsts" have been known during our short span of living. After the first automobiles, there came in fast succession such firsts in the world of transportation as the first airplane, a world wonder in the days of the Wright Brothers and later when Charles Lindbergh flew across the Atlantic on May 20, 1927. Today we accept as a matter of course the ownership of airplanes by our business, professional men and the farmers. For the sake of those who write the stories of the next one hundred years in Brooklyn, we name the Rhinehart Brothers, Clarence, Leo and Kenneth, as the owners of the first airplane to be owned by Brooklyn people. This was purchased in the fall of 1948 and takes off on regular family trips from their own landing strip one half mile east of town. In less than one hundred years the progression of railroad trains running through Brooklyn has been just as startling as the other modes of travel. In the spring of 1948 our local editor, L. L. Kinnamon, was invited to be a passenger on the initial run of the Train of Tomorrow. He boarded the train in Marengo and made the run through Brooklyn to Des Moines, with other dignitaries, faster than in record time. The train had all of the features of the trains of the future, being equipped with the new dining, and compartment cars, and with astrodome observation units on the tops of all the cars. The engine was diesel driven. Its sleek, streamlined modern beauty was the latest step of progress from the old, plush, gilt trimmed wood stove heated coaches of the first passenger trains that ran on the Rock Island Road through Brooklyn.



## SECTION THREE — Churches

As was true of every community in the early days of our county and state, the settlers of Brooklyn had scarcely built their own rude shelters before they thought of meeting together as church groups. Most of the present churches now in Brooklyn had their earliest beginnings in the days of Brooklyn's first settlement. Three churches no longer having buildings or membership in Brooklyn, were important parts of the early days of the new community. They will be mentioned in this writing as they formed much background for the life and interest of those days.

**THE FIRST BAPTIST CHURCH** was organized September 24, 1859. Original members of this congregation were Mr. and Mrs. Morris S. Miller, Mr. and Mrs. Antoine Shultner, Mr. and Mrs. R. S. Miles, Mr. and Mrs. J. C. Miles, and Mr. and Mrs. G. D. Bross. The first services were held in a schoolhouse just south of town. The church was built in the summer of 1873 and stood a little east of the intersection of Orchard and Brady Streets in South Brooklyn. This church, the only one in South Brooklyn, was the center for much of the early activities of the first settlers. It was maintained as a Baptist church for many years. In about 1885, however, the Baptist membership had become so small that the building was sold to the group which had organized the Brethren church about that time. Services were held here until 1920. However, the church membership decided to disband and in 1924 the church building was sold and torn down. Among the ministers to serve the Baptist church membership were the Reverends J. C. Miles, Samuel Miles, Mitchell, O. M. Merrick, J. Bywater, A. H. Post, J. R. Miller, J. Kissell. The Reverend Kissell started his ministry on March 15, 1880 at which time there was a membership of twenty-three. Later, in 1895, when members of the Brethren Church had purchased the building from the Baptists they held a revival. This proved to be so effective that it outgrew the church building and it was necessary to erect a large tent where the Phillips Gas Station now stands. This was before the present highway 6 was put through.

**ST. PATRICK'S CATHOLIC CHURCH** was organized in Brooklyn in about the year 1858. Before the church building was erected the communicants held Mass in the homes of the members. The first church building was built on east Des Moines Street on the corner just west and south of the Odd Fellows cemetery. This structure served the church until 1863. The early building was torn down. In 1883 a larger building was built on the corner lot just north of the present Brooklyn school. In 1901 a new parochial residence was built. This church served the parish until 1911 when, in the absence in Europe of the Reverend Curtain, the priest at that time, the church structure caught fire and was almost totally destroyed, the loss amounting to \$5,000, occurred on Wednesday afternoon on August 2, 1911. As the story goes, "The priest in charge at that time, Father P. M. Rochrhoff, while the building was enveloped in flames, in order to save the Eucharist, rushed into the flames and accomplished his purpose but at serious sacrifice to himself. He was badly burned about the body and for some time thereafter was confined to his house in critical condition." At that time a lot, more centrally located a block north of U. S. Highway 6, on Jackson Street, was purchased. In 1912 the new brick church was dedicated and is serving the parish. The rectory was built in 1912. A new electric organ was installed in the spring of 1950. Priests who have been in charge of this church are the Reverends John McCabe,

James M. Day, John Kempker, John O'Farrell, H. J. O'Rourke, James Cassidy, Francis McManus, James Curtin, James O'Neil, Edward Barron, James Garrity and Gerald Lillis.

**THE CHRISTIAN CHURCH OR CHURCH OF CHRIST** was organized October 1902 by thirty-six persons, among whom are Mr. and Mrs. George Graham, Mr. and Mrs. John R. Howie, Mrs. Frank Gates, Mrs. Thomas Graham, and P. P. Pimlot. The church building was erected the following year, 1903, on the lot at the corner of Broadway and Pleasant streets a block north of the northeast corner of Landes Park. At one time the church had a membership of about 200 people. In 1911 this group numbered only 125. By 1928 the membership had become so small that it was thought the expense of maintaining the church was too great and the building was torn down. The pipe organ from this church was sold to the Madison Christian Church.

**ST. MARK'S EPISCOPAL CHURCH** is no longer standing, but much of the color of early days centers around the church which formerly stood on the corner of Jackson and Pleasant Streets, where Roscoe Ormiston has recently built his home, or one block west of the Presbyterian church. According to early historians, "the church was organized February 14, 1871, although Episcopal services had been held the year previous by Reverend W. T. Currie of Newton. The first parish meeting was held in the office of T. J. Holmes on Easter Monday, 1871. On the twenty-seventh of August of the same year Bishop H. W. Lee made his first visit to the parish and confirmed twelve persons. These first to be confirmed were Joseph Johnson, William Johnson, Caroline DePencier, Adelaide Amanda Adams, Mary Lutitia Talbott, Mary Marland Gladhill, Mrs. Martha Buchanan, Mrs. Ann Amelia Smith, Mrs. Frances Young, Mrs. Mary Amelia Spencer, Mrs. Sophronia Adams, and Mrs. Mary Talbott. On May 5, 1872, the Reverend W. T. Currie retired from this pulpit and in the following September he was succeeded by his brother, Reverend Samuel Currie, who remained two years. In 1877 Reverend F. E. Judd became rector and during his pastorate a church edifice was erected in 1878...." This was the one still standing in 1924. It is said that the tone of the bell of this church was unusually beautiful, having a clear, melodious sound that all who heard it remember to this day. The bell, which was bought originally for \$1,000 according to an early settler, rang out the old years and welcomed the new on New Year's Eve from the time of its placement in the old church tower in 1878 until 1914. Probably the last great event it was to herald to its listeners was the day of the signing of the Armistice ending the first World War on November 11, 1918. The bell ringers on this occasion gained admittance through the basement window and hurried to the belltower where they rang the bell for several minutes before someone got to them and warned them of the rotten condition of the flooring and showed them that it was only luck that had kept them from being thrown to the main floor. After this time, the bell was sold to a Newton church where it is said its clear, beautiful ring still calls worshipers to services on Sunday mornings. Although services in the church were discontinued about the year 1900, some of the early members maintained the church building, keeping up the repairs at their own expense, until the late 1920's when the structure was torn down and the lot sold to Ed Grieve. Some of Brooklyn's leading citizens of today recall having gone to school in the old church in 1914, during the time of the finishing of the, then, new school building. At different times during its later history, the basement was used for storage for several merchants during times of disaster such as fires



or floods, and a meeting place for members of the younger generation of that time. These children had reverence for the old church building, but the fact that gang meetings could be held there in secret was a great inducement. It is amusing to us today to visualize the small girls, now some of our leading matrons, secretly meeting in the old church basement, where they had their serious childhood meetings in keeping with the surroundings. It is recalled that some of the last board sidewalks in town were around the old Episcopal church.

**THE GRACE METHODIST CHURCH**, formerly the Methodist Episcopal church before the several branches of the church were united recently, is said to have been organized in 1844 as Bear Creek Mission, with the place of worship designated as Talbott's Grove, one mile east of the present site of Brooklyn. The first services of this congregation were held in the home of Mrs. Mary Talbott and thereafter in schoolhouses until the first frame church was built in the north part of Brooklyn in 1862. Some years later this frame church was moved to a lot nearer the central part of town, and this site is the one of the present church building. In 1877 this frame building was replaced by a brick structure and occupied until the present, modern, well-equipped building was erected in 1914. A beautiful pipe organ was purchased in 1911 and used in the old church until it was torn down. The organ was stored in a barn during the construction of the present church and was then installed here. The present church was dedicated on February 21, 1915. Among the earliest members of the first Bear Creek Mission church were Wm. Melvin, John Swaney, Edward Griswold, Jas. Barnes and Mary Shimer. The ministers who have served the church from the beginning are: Reverends Collins, George Bamford, A. C. Barnhart, R. F. Brasee, F. M. Slusser, J. R. Corey, Casebeer, J. T. Simmons, James Wilson, Samuel Thomas, Emery Happy, C. Morey, C. P. Reynolds, C. S. Jennis, J. B. Hardy, O. P. Light, L. P. Causey, W. G. Wilson, W. G. Thorn, E. L. Schreimer, D. C. Smith, J. D. Bakeney, J. C. W. Coxe, R. A. Carnine, C. V. Cowan, J. A. Boatman, R. L. Pater-son, J. W. Lambert, A. V. Kendrick, E. C. Brooks, J. E. Newsom, W. L. Clapp, F. C. Edwards, N. H. Neil, A. M. Smith, J. W. Poole, W. J. Fowler, R. G. Nye, J. H. Freedline, R. L. Barnstable, Fred E. Miller, W. W. Bentzinger, Clarence E. Thiele, M. O. McKenzie. For forty years without missing many Sundays, Mrs. Coe McNatt has served their church as choir director and organist. At times she has been assisted by Leo Shuler.

**THE FIRST PRESBYTERIAN CHURCH**: On the 20th day of May, 1855, in the old schoolhouse of Brooklyn, this church was organized by Dr. and Mrs. Reuben Sears, Mr. and Mrs. Robert Manatt, Mr. Braddish Cummings, and his daughter, Mary Frances Cummings, Mr. and Mrs. John Fry, Mr. and Mrs. Henry Broadbrooks and daughter, Ann Elizabeth, and Margaret Scott. Braddish Cummings was chosen ruling elder. The organizing minister was Rev. W. W. Woods of Iowa City who was assisted at the first service by Reverend James Lowery. In 1855 the first congregation of the newly organized Presbyterian Church met in a frame house in the north part of Brooklyn. This house formerly had been the old Brooklyn schoolhouse, which had been moved off the school property to make way for a new school. In the fall of 1867 a frame church was built on the site of the present church. This frame building was an old schoolhouse which was purchased for \$600.00 and converted into a church. In 1874 a new church was built on the same site. The present large, brick church was built in 1913. The beautiful electric pipe organ was installed in 1927. A completely

new chancel was installed in about 1940. The new brick parsonage was finished in 1949. The ministers who have served the church from the beginning to the present are listed as follows: ss means supply minister) Reverends Lowery, ss, Colster, 1857 ss, Alexander Lemon, ss, A. D. Chapman, ss, W. D. Ballantyne, E. C. Hashell, ss, A. W. Haines, ss, A. S. Leonard, T. C. Candor, ss, W. A. Hendrickson, ss, T. N. Buchanan, ss, E. Benson, A. P. Walton, ss, S. E. Koons, E. W. F. Holler, M. F. Stewart, J. W. Koning, M. A. Robeson, Paul Figge. For many years Miss Thursia Manatt faithfully has served the church as choir director and organist. The Reverend Holler retired from the ministry in 1936. He served the Brooklyn Presbyterian church for sixteen years.

There are two cemeteries on the east side of the town of Brooklyn. The Odd Fellows Cemetery was laid out into lots in 1868 and covers an area of something over 17 acres. The first person to be buried there was John Manatt. The Catholic cemetery is located south of the Odd Fellows cemetery and was laid out ten years later, in 1878.

In May, 1912, all of the members of the Protestant churches of Brooklyn decided to go together to build a Tabernacle and to invite an evangelist to come to hold services for a revival. A large, wood building was erected by the ministers of the several churches, Reverends S. C. Henderson, G. D. Serrill, F. C. Edwards, S. C. Koons, J. I. Diehl, J. Hertton. The pasture belonging to Coe Manatt was rented for the purpose.



## SECTION FOUR — Schools

The development of the schools of any community, large or small, always is the story of one of the largest businesses of the town or city. For this reason, with much of the social and cultural life of Brooklyn having been centered around the extra-curricular use of the school buildings, much space will be devoted to this important factor of development. In the earliest days of the town the "singing schools" participated in by children as well as adults, brought together large groups of townspeople for happy enjoyment and good use of the school plant. Lyceums for debating and public speaking contests invited townspeople to share in the use of the school plant.

Little provision was made for schools by the whites when Poweshiek county was opened to them. There was no provision at all for free public schools which were not inaugurated until 1858, fifteen years after the Black Hawk Purchase. Such schools as were maintained before that time were supported by the payment of tuitions, chiefly, and by the income of some state bonds. These earliest schools were called subscription schools and were held at the homes of the patrons for many years before the first school-houses were erected. In speaking of these early schools the Brooklyn Chronicle for November 17, 1899 says, "In the subscription schools each patron paid a certain amount for every pupil sent to the school and each community was an independent school district of its own, under obligations to no one." An early commentator on the schools remarked, "The boy soon learns at the public school that punctuality and promptness are cardinal virtues; that to be tardy is to get a little black mark, and to be absent a day is to get a big black mark. A public school in which punctuality and promptness are impartially and fearlessly enforced is a most potent conservator of public morals."

There was no county superintendent of schools till the year 1858 and although teachers were responsible to certain authorities, there was no effective system of supervision; examinations were very unsatisfactory; there was no inducement for any one to prepare himself for the work of teaching, and if there were some who excelled in their work it was because of the love they had for the occupation, and not because of a spirit of emulation and a desire to excel. The new school law went into effect in 1858, threw protection around the school fund and shut out of the business of teaching much incompetence and ignorance.

When the farm buildings were finished and fences built around the land and neighbors knew each other better, those who had come from eastern states where public schools were free, began to think of improving their own schools and eventually crude school-houses were built. Some idea of these schoolhouses can be gathered from the following description of a typical one: "It was built of round logs, and the space between them chinked and daubed with mud. About five feet from the west wall on the inside, and about five feet high, another log was placed, and running clear across the building. Puncheons were fixed on this log and in the west wall on which the chimney was built. Fuel could then be used of any length not greater than the width of the building, and then it was burned through in the middle and the ends were crowded together; in this manner was avoided the necessity of so much wood chopping. There was no danger of burning the floor, as there was none. The seats were made of stools or benches, constructed by

splitting a log, hewing off the splinters from the round side for legs. The door was made of clapboards. On either side a piece of one log was cut out, and over the aperture was pasted greased paper, which answered for a window. Wooden pins were driven into the log running lengthwise immediately beneath the window, upon which was laid a board, and this constituted the writing desks.

Text books, as such, were unknown in these early schools. Each child found what he could in the sparse libraries of his own home and uniformity was unthought of. Some of their first schools were described as follows: "...Their first books were the 'Scottish Chief', or 'Pilgrim's Progress', 'The Columbian Reader' or Weems' 'Life of Washington', or 'The Child of Thirty-six Fathers', as either might be found in each family. When they reached the heights of arithmetic one used his Daboll or any book he could find among the learned volumes of the household, brought from Pennsylvania or Kentucky. Every boy studied by himself without the annoyance of reciting, and the girls often closed their schoolwork with no knowledge of arithmetic at all, though few, if any went so far as to keep their girls from school altogether as the old farmer did who said, 'My girls must learn do blough.'"

The earliest teachers were settlers themselves, busy with the clearing of their land, making rails, cutting logs for their homes, and devoting themselves to the setting up of a home in this new country. Teaching was incidental to the real work of tending stock and crops. It was not a profession. Most of these who "kept" the schools had had no previous experience. Sometimes the teacher was one who was not able to do the rigorous outdoor work and might otherwise have become an economic drag in the community. He became the teacher and filled a useful place in the society of the busy people. At other times, the teacher was one of the mothers who had gained some education in the east before coming to the new home. Again, the farmers took turns at "keeping the school". We realize that here, too, there was almost no uniformity in qualifications.

Often, produce such as potatoes, corn, rails, flax or anything of which the settlers had to spare, was the main part of the teacher's compensation, since there were no public school funds and almost no private funds. Comparison of a teacher's contract of one hundred years ago and one of today is cause for amusement. The earlier one consisted of two parts; the contract proper, signed by the teacher and every man in the neighborhood whose child attended the school, the second part being a list of the "Rules of the School", phrased in harmony with the thought of that time. Such a contract is still in the possession of Coe Manatt of Brooklyn. The following was taken from this actual contract between James Dunn of Brooklyn and the rural district in which he taught:

"CONTRACT: Be it remembered that I, James Dunn, of the one part do undertake to teach an English school for the term of one year at the rate of eight dollars a scholar, one half in money and the other half in corn beef, wheat, rye, or pork or country linen, or feathers, all at the market prices, with his board thrown in amongst the scholars. He also oblige himself to keep good order in the school until finished. The said Dunn also oblige himself to teach but five days in each week until the term is out. Also, we the subscribers do bind ourselves, our heirs, etc., to pay unto the said John Dunn, his heirs, etc., the just sums annexed to our bonds in the above mentioned way. Also said Dunn agrees to quit teaching if a majority of the subscribers likes at the end of any three months of school times.

Subscribers names and sums to be paid."

RULES OF THE SCHOOL: "Anyone that disobeys the commands of those who is put in authority over them shall be well corrected for it."

"Anyone that quarrels or fights during the term of their coming to school shall be well chastised for the same."

"Anyone that laughs or talks during Book time shall be well chastised for the same."

"Anyone that makes game of their school mates in any manner shall be well corrected for same."

"Anyone that climbs or wrestles with their schoolmates shall be well whipt for the same."

"Anyone that tussles with any of their schoolmates shall be chastised for that crime."

"Anyone that QUARRELZ or FITZ, CURSEZ, or SWEARZ shall be well corrected for the same."

"Anyone that fails raising from their seats and making genteel obedience if any Grown person (white person) comes in or goes out of the school shall be well corrected for the same."

"Anyone that fails answering any Grown white person without addition of Sir to a man or Madam to a woman shall be well corrected for that crime."

"Anyone that fails telling any of these crimes if they know of their breaking any of them they who does know the same shall be chastised for that crime."

"Anyone that tells lyes in any manner whatever if found out shall be corrected for that crime."

"Anyone that runs on with any blackguard talk to the girls they shall be whipt for that crime."

"Anyone that is Grown and comes to school and will not come under the same laws as the small scholars they shall be expelled from school or take the lash without the least doubt or remedy."

In the 1850's it was required that the contract of a teacher have a ten cent revenue stamp attached to it.

The salaries of the teachers were low as we think of them today. As already noted, money was scarce among the people and the payment in produce was in keeping with the practice in other settlements. The pay of the teachers never was high. In the earliest schools a dollar a term for each pupil was charged. Settlers desirous of educating their children paid in merchandise or services, "if money was lacking."

In 1858 there was a new school code and the office of County Superintendent of Schools was created. Dr. F. L. Parker, the first county superintendent of schools in Poweshiek County, and therefore the first to administer the new law of 1858 says of it:.... "from that time there has been what is called a free school system in Iowa; that is, a system in which each child is entitled to an education in the public schools without paying special fees as under the old plan." Dr. Parker, a year and a half later wrote the following in praise of the passing of the new law: "The improvement of our schools during the year and a half of the operation of the free school system has been so marked as to preclude all cavil. During the winter of 1857-1858 we had only twenty public schools, but during the first winter, after a common school education was offered to all 'without money and without price,' there were thirty-one schools, being an increase in the number of schools, of fifty-five per cent, while the number of pupils was increased probably not less than one hundred per cent."

"The schoolhouses built during the past year are more commod-



ious, better built and better furnished than their predecessors....". With this brief description of schools in the early county days, we may proceed to the first schools in Brooklyn and their development through the years to the present time.

The first school was taught in Brooklyn in the winter of 1854-1855, before Bear Creek township had effected its organization. The schoolhouse was a little building intended for a residence, had the meagerest kind of furniture, and forty-two pupils studying the common branches of that day. The following April the township was organized and the little school was taken over as the first unit in its educational program.

In the year 1858, the township built here a frame schoolhouse which served the purposes of the growing village and the country adjacent to it for a decade. When this building was discontinued as a school it was moved to the north part of town and still is used as a dwelling by the Roger Clayton family. By 1868, after the Civil War was well over, the town, now having a population of 184, and duly incorporated in 1869, was ready to begin the development of its own school system. An independent district was organized, including six sections of land, going considerably beyond the corporate limits of the village, and a frame building of four rooms costing about \$8,000, was erected. Bonds were issued to meet the cost of the building and its equipment, all of which were taken up by local people, and the entire amount retired by June 16, 1877. The writer can only supply the skeleton description of this old frame building. It remains for one of the earliest graduates, Ella Maddy, later Mrs. H. C. Light, to fill in some of the details that almost make the schoolhouse a living thing. Mrs. Light describes the high board fence surrounding the grounds and the stile over which the children had to climb to get into the school area. The schoolhouse was a "funny old square brown building, two stories high with four rooms." There was a double deck porch and there were two stairs, one for the boys and one for the girls, leading to the second story. Mrs. Light spoke of her first teacher, Miss Mary Talbott, and one of the things that gave her distinction "was that she rolled her polonaise in the back up to her waist line." The desks in the first grade room were painted blue and the floor was so warped that the children often fell over the "pyramid" running the entire length. At the end of her first year, Mrs. Light said, "We were promoted to the second room and it was an eventful day when Miss Talbott read the names, our slates and books were gathered, and we heard, 'Turn, rise, pass,' in solemn tones." The little class of first grade children then marched into room two in sober lines, where "it took two steps up to the teachers' platform, and what height those steps seemed if one were ever made to sit by teacher's desk for punishment. One couldn't go up and one didn't dare look down the dizzy heights to the floor." These excerpts were taken from a paper composed and read by Mrs. H. C. Light at the Parent Teachers' Association meeting in April, 1922.

This building we have just been describing, more than adequate when first opened for school use, was soon crowded and though there was some demand for enlarging the curriculum beyond the common branches, the school board deemed it unwise to expand until all school debts had been discharged.

Almost every school system in the state has gone through several periods of unusual development and progress, caused, one usually finds, by the insistent activities of some man or group of men. Brooklyn is no exception, having been most fortunate in the choice of school leaders. The first period of decided advance is

closely connected with a keen young man, who in 1881, became head of the village school, O. J. Laylander. He remained here for six years, going directly to Cedar Falls where he assumed the superintendency of that school.

It was not long before the Brooklyn community realized that the old building of 1868 was quite inadequate for the new needs that were beginning to be felt, and by 1883 the decision had been reached that a school plant should be built that would not only give to that generation of Brooklyn children an opportunity for up-to-date schooling, but would also provide for development over a period of many years. In February of that year, the electors voted to "issue bonds not to exceed the \$12,000 for the purpose of building a new schoolhouse."

The new building when completed was a source of great pride to the town and the county. It was a fine, eight room brick building, having two rooms in the basement besides the eight classrooms. Classes were called together and dismissal was given by the use of the large call bell. This also was used for fire drills and the building could be emptied in three minutes.

By this time the Grinnell High school department was well established, and as Brooklyn had the first eight grades, there was no doubt in the minds of the people that their children must be given the equal opportunities with those of their neighbors. Mr. Laylander had foreseen the establishment of a high school when the building was planned, and he took steps at once to organize secondary work, he himself acting not only as superintendent and high school principal, but teaching all the high school classes offered in the first year or two.

People were more easily satisfied in 1883 than they would be at the present time, in the material and academic surroundings of their children. This building, remarkable for its time, was not what would now be called modern. There was no water in it except that which were carried in by hand; toilet facilities were still the pioneer type; reference books were few. But there was a central heating plant.

Extra-curricular activities, as such, were not started until comparatively recent years, but the fore-runners of such a program was begun in the years of Mr. Laylander's superintendency. When the new high school room was finished and large enough to accommodate all who wished to attend, he instituted a series of rhetoricals, that were held in the "high school room" regularly every other Friday afternoon. These were widely attended and keen interest was shown in them by people of Brooklyn.

As early as 1881 Brooklyn school patrons had realized a definite need for co-operation between parents and teachers if the school program was to be most efficiently carried out. Long before a definite organization was formed, however, a program planned to carry out school work through interest and assistance of parents was urged by many local educators and parents of the early 1880's. The editor of the Brooklyn Chronicle expressed the feeling of many parents when he wrote of the teachers at the end of the school year: "This has been a hard year for them, and the patrons will hope that their vacation will be pleasantly spent. Invite your teachers to your homes and get better acquainted with them. Ask them in to tea and visit with them." Superintendent Laylander again filled the breach between the teachers and the townspeople when in 1886 he "converted the regular monthly teachers' meeting into a literary social at which, in addition to the regular business meeting of the teachers, a literary program was carried out." He suggested that the

teachers "accept invitations to hold these meetings in the homes of any patrons who may be sufficiently interested in the schools to tender the use of their parlors." It was his plan to bring about a feeling of "working together" between parents and teachers.

It was mentioned in connection with the building of the new brick building of 1883, that a high school was inaugurated, since at that time there was ample room to accommodate an expanded program. The beginning of the high school meant an enriching of the curriculum and the adding of new courses. One new course of particular interest, since it was a completely new idea and the first in Poweshiek County and in the State, was the normal training course for high school pupils who expected to teach after graduation. The plan for Brooklyn was that of S. W. Heath, county superintendent of Poweshiek, who claimed that ninety per cent of the graduates entered the teaching profession and that this growing demand for special training of teachers for the district schools could be met in a course of study given in the town high school. The course was started in the Brooklyn High school in January, 1893, and extended for three months. The new class was planned to "take the teacher's point preparatory to teaching in the common district schools: orthography, reading, writing, arithmetic, grammar, geography, physiology, history and methods of teaching..." It was hoped the class would fit the pupils for teaching without the necessity of going to some "distant place" to study. Twenty-one were enrolled in this first class. Only three of those who entered the class failed to receive their teachers' certificates. The rest were granted certificates and most of them were soon busy in the school room. The writer will not attempt to criticize the usefulness of this course in the high school. It carried over until 1909 when the state made provisions for normal training work in the high schools, and this course was a part of the high school curriculum until 1944. At that time it was out-lawed by the state legislature which passed a bill requiring all elementary teachers to have two years of college work past graduation from high school. However, during the second World War there was a great lack of teachers and the State Department of Education relaxed this requirement, giving out emergency certificates. In 1952 it will be necessary for all elementary school teachers to have the two year college course.

Other courses offered in the Brooklyn school in 1894 were:

"A Latin course of four years whose graduates will be admitted into any college in the state without examination. An English course of four years that will fit its graduates for the duties of life.... A business course may also be selected, comprising commercial law, bookkeeping, commercial arithmetic and other kindred subjects."

School boards of Brooklyn have shown a forward looking policy when they have added land to the school campus long before the actual need for this arose. In 1900 the board purchased the block of land south of the schoolhouse at that time, greatly adding to the eventual facilities of the schools, and a few years later a second purchase of land to the west further expanded the property. Children always had played on this land which was surrounded by a rail fence. These parcels of land were leveled and in 1904 the entire campus was further beautified by the planting of trees in a special exercise.

It was in the year 1899 that Eugene Henely, another man destined to be a force in school affairs of the state, became head of the Brooklyn schools. Mr. Henely, who came to Brooklyn after nine years as head of the Oxford schools, is claimed by both Brooklyn and Grinnell as their own. But the former has the prior claim,



and though he left the stamp of his dynamic personality on both towns and was in Brooklyn for a period of only six years, as compared with the twenty-three years of service as superintendent of Grinnell, it nevertheless is fitting that brief mention of his work be made here. It was during the six years of Mr. Henely's superintendency that athletics began to have a place in the school with the organization of the high school football team in 1900, the first year after his arrival games were played between Grinnell, Belle Plaine, Victor, and many of those on the present school schedule. These games were played on the flat pasture south of Big Bear Creek north of town, land now farmed by Roscoe Ormiston. He also began the development of a physical education program that included the girls of the school, and an inter-school program of basketball for them; a forward looking program of intra-mural activities in baseball, basketball, track, and football. With the early dates of closing schools of May in the present years it is hard to work in a baseball schedule for the boys and an outdoor track program is out of the question. This early closing date of school is predicated by the need of parents to have their boys help in the planting of their crops, since this is almost entirely a rural community. Besides the development of athletics, one of Mr. Henely's dreams was to build for the Brooklyn school a library of adequate proportions. He worked this plan out successfully building the nucleus of the present high school library.

It is hard to believe that a town as prosperous as Brooklyn had become by 1912 would not want to keep pace with commercial growth by expanding the plant for education. In spite of two very serious fires in the business part of town, the burned area was reconstructed and in 1912 the taxpayers felt that they were again in a position to issue school bonds. The growing enrollment, especially in the high school, made a new building almost a necessity. The school tuition law of 1911, enabling all common school graduates to attend town high school at the expense of their home districts, had greatly increased the number of rural pupils in the school. As a result of this need, and the willingness of the townspeople to meet it, a brick school building costing \$45,000 was erected in 1912. This building had rooms for manual training, domestic science, a gymnasium, and first grade in the basement; seven elementary grade rooms and the superintendent's office on the first floor; with six classrooms, a library and an assembly room on the third floor. This building is still being used at this time. During the time this building was in the process of construction classes were held in several places in town among which were the Town Hall and the old Episcopal church building.

It is not the policy of the writer of this story to mention the names of many townspeople, but in the case of the famous Brooklyn High school baseball team which won the State Championship in 1916, it seems to be an obligation to mention the names of the players. Belmond in the northern part of the state claimed the championship of that part and Brooklyn was the winner of the south half of the state. The two deciding games were played in June 1916 on the baseball diamond which was located west of the South Brooklyn bridge. The first game was won by a score of 8 to 7 and the second one by the smaller score of 6 to 4. It was a breathtaking experience for all who witnessed the contests. The Brooklyn boys took a lead in the first two innings, with the Belmond team pulling up, so that it took one run in the last inning to decide the contest. Players on this team were Clarence Ecklund, pitcher; Clinton Fowler, jr., catcher; Wallace Davidson, 3rd; Jay Lowery, 1st; Albert

Schmitz, cf; Leon Howard, 2nd; Elmer Richman, rf; Forrest Hicks, ss; Kenneth Renner, lf; Harold Forney and Arthur Barnes.

Again, in 1922, members of the school board realized that there would soon be a definite need for enlargement of the school plant and many years in advance of the future addition they availed themselves of the opportunity to secure two parcels of land adjoining the school grounds with the idea of future expansion. This property was added to again with the purchase of another piece of land.

The present addition to the 1912 plant became available to the school through a grant of \$44,000, or forty-five percent of the total cost, by the Federal Emergency Administration Works. The first agitation for the addition began in 1935, when the proposal of accepting the federal grant was put to a vote of the people and lost. The addition was finally built in 1938-1939 and opened to classes in December of the latter year. With the occupying of the present fireproof addition, new quarters were made for modern equipment in the departments of shop, manual training, domestic science, and music; seven additional classrooms, and the combined auditorium-gymnasium which has a seating capacity for 1,000 people in both capacities.

Dating back to the early beginning of the high school course it has been the custom to present annual class plays. Before the building of the Broadway Theatre, these plays were presented in the old Central Opera House which burned in 1894 and later in the Stober Opera House, located at the foot of Jackson Street in what is now known as the Hicks Building. When the Broadway Theatre was built in 1911 the plays were given there, usually presented for two nights because of the limited seating capacity. Since the completion of the new school auditorium the annual class plays have been presented there on the spacious stage and usually play to a full house of 1,000 patrons. The class of 1940 was the first one in the history of the school to be graduated from the school itself. For the first time the Brooklyn school had an auditorium large enough to accommodate the patrons from town and country. For several years the Baccalaureate Services have been held in the school auditorium, making it possible for all to attend who are interested in the affairs of the school. The large gymnasium floor, with the greatly enlarged seating capacity, makes it possible for Brooklyn to be host to several of the district and sectional basketball tournaments.

A small frame schoolhouse was used by the pupils of the lower grades in South Brooklyn from about 1870 until it was destroyed by fire in 1929. Another building replaced this one and school was held there continuously until the buses were added to the school equipment and the children were transported to the North Brooklyn school. This took place in 1947.

With the impetus given to school affairs at Mr. Henely's coming to Brooklyn in 1890, several subjects, other than the athletics already mentioned, were given more attention than heretofore. Music seems to have had an important place in the school curriculum by 1902, since at that time the board decided to adopt the Natural Music Course for use in the schools and employed a special part-time teacher to conduct these classes. This course was changed to the "Melodic National Music Course" in 1906. Not much was actively done to promote musical education after its fine start in 1902 until plans were submitted to the board for the organization of a school band in 1930. Not much was done then, but two years later a local man was employed to instruct the band, and

instruments were purchased by the board. After this revival, music continued to be taught, even during the "depression years", and the music program was considerably expanded in the year 1940-1941. At this time credit to the extent of one unit toward graduation was given for the several courses, vocal and instrumental, made up of not to exceed one-fourth credit a semester through the four years of high school. From that time until the present, music is now a part of the school program from the kindergarten throughout the high school course.

In 1945 a marching band was organized and uniforms purchased for the members. At the present time, band instruments are rented by the pupils and, besides the usual high school band, there is a band in the elementary grades, with children in all grades from the third through the eighth grade as members.

At the annual election of teachers in the spring of 1912, the first year after the opening of the, then, new and well equipped school building, the board elected a teacher for the new course of manual training to be installed in the school the fall of that year. Domestic science was added at about the same time. Both of these "special" subjects were dropped from the curriculum in 1933-1934, but were reinstated the following year. Agriculture was given a definite place in the program in 1916. Visual education has progressed in the Brooklyn schools through the use of a motion picture machine, purchased in 1931, and films for this machine have been used in most of the high school courses as a means of illustrating lessons. This machine is still in use, but has been supplemented by the purchase of a motion picture sound projector in the spring of 1940, which greatly aids this service.

Three new courses were put into the curriculum by the board in the spring of 1940. These courses are commercial, including typing, shorthand, commercial law, business English, and book-keeping; vocational agriculture, and vocational homemaking. The last two mentioned are partially financed by the federal government and partially by the usual town taxation. With the addition of these three courses, the program is now well-rounded and enriched, equipping graduates from the high school for several types of positions as well as for college entrance. Pupils in the commercial courses have been given business practice and experience by allowing them to serve in the school office.

Until 1909 pupils had been buying their own textbooks. But at this time the board adopted a plan for the central handling of textbooks, and it was agreed "that the district purchase textbooks for the school and sell them to the pupils at cost". This plan was used until a new system of issuing books on a rental plan was inaugurated by the superintendent in September, 1940. Now the school board purchases the books at a wholesale price and rents them to the pupils. Each book is rented for twenty-five percent of its purchase price each year for a period of four years. At the end of this time the book will have paid for itself. This plan is in accordance with the most efficient plans used in many larger schools of the state.

An alumni association was organized in 1893. This group, comprising all graduates of the high school, has an effective part in bringing together the teachers and patrons, since many of its members are either patrons or teachers. The Parent-Teachers' Association, as such, was an outgrowth of the Mother's Club, and was organized, with membership of both fathers and mothers, in 1919. The organization became very active in the next few years, sponsoring such measures as the distribution of milk to school children during school hours, a practice that is continued to the present;



community "sings"; an ice skating rink for several years; a tennis court one year; the buying of playground equipment the maintenance of a committee to secure and distribute old clothing to poorer children in town; a Parent-Teachers' Lyceum course one winter; and among other community enterprises, has kept up a nutrition course in the first five grades, in conjunction with the Red Cross. The Parent-Teachers' Association joined the National Congress in December, 1924, which membership it has kept until the present time. The entire organization was almost disbanded in 1935, when too many persons demurred at accepting offices, but was continued by a vote of a small majority. New life seems to have been injected into the membership and at present it appears to be flourishing.

Precautions and preventive measures have been carried out at times during the history of the school for the protection of the health of the children. Each year, as is the case in most towns having the Parent-Teacher cooperation, the "summer round-up" of children about to enter school for the first time in September, is carried out. This check is voluntary, but most are reached in spite of this. Through the years a school nurse has been employed during time of emergencies arising from epidemics. All young people engaging in the athletic programs of the schools have been required to have physical check-ups by doctors in the town.

As is the case in any well-developed and progressive Iowa high school, a growing demand for activities outside the actual school curriculum has been met with an extra-curriculum program designed to fill this need in the Brooklyn schools. A school paper was first published in 1886 on the "second full moon of each month", having as its name the BOOMERANG because "it hits where it is least expected." This paper seems to have been short-lived since no further mention is made of it. But it was a beginning. Sporadic attempts to publish a school newspaper have been made at several times during the intervening years, but it was not until the fall of 1940 that a new practice, that of reporting the school news, was started. A staff of high school pupils was chosen by the student body to work under the direction of the commercial teacher in preparation of news of the school to be published weekly in the local newspaper, Brooklyn Chronicle. A high school annual, called the ECHO, is published by the senior class each year.

As was mentioned, plans for the organization of a football team for the high school were under way in May, 1900, and in October of that year this organization was completed, "with several games in sight". As had been noted in connection with the building program of school, a block of land south of the school was purchased in 1900 and was added to the original campus. Fifteen years later a committee on the board was appointed to make plans for grading this tract "for the purpose of making an athletic field". In 1934 the Commercial Club of Brooklyn financed the placing of light poles around the athletic field, and was assisted somewhat in this expense by the board, so that games could be played at night. Each fall the high school team meets opponents from the south half of the Iowa-Cedar Valley League, including Belle Plaine, Marengo, Tama, Toledo, Montezuma, and Brooklyn. These lights were the first ones to be installed around a high school playing field in this league. Basketball schedules with the same towns in the league are arranged for the winter, and in the spring baseball games are played with these opponents. Girl's basketball, with an inter-town schedule, was resumed in 1947, having been dropped from the extra-curriculum activities of the school for many years.

A student council elected by the entire high school helps regulate extra-curriculum activities, and takes care of the equipment and building. Other groups in the outside-of-school schedule are Kel Theda, designed to train girls of the junior and senior classes in social problems they will encounter when they have graduated from school; Future Farmers of America, added in 1946; and Future Homemakers of America, added the same year. These last two mentioned groups were formed to help develop leadership among young people. Until spring of 1939 dancing was not permitted. However, it was suggested in 1929 that school dancing be permitted, and in 1939 the first school dance took place. At this time there are several all high school dancing parties during the school year. The annual Junior-Senior banquet each May has been followed by dancing. In the spring of 1949 the junior class members decided to have a more auspicious celebration and had a work day with each member of the class soliciting work in town, the proceeds of which were contributed toward the engagement of a ten-piece orchestra to furnish music for the prom that followed the banquet. This was the first year that the affair was held in the large gymnasium in the new building. The class of 1950 continued this custom and the occasion is now known as the banquet and prom. For several years the members of the senior class have had a day in May which has been known as "skip day". It has become the custom for the entire class with their sponsors, to take a trip to a scenic spot at some distance from Brooklyn. Before the advent of the automobile, members of the graduating class enjoyed an all class picnic.

It will be recalled that education in Brooklyn began in 1854 with a small township school. By 1868 the village had grown sufficiently so that an independent district was created, taking in a considerable farming area outside the corporation. This district still has the same boundaries as those determined more than eighty years ago. In 1911 the state legislature enacted a tuition law, by which it became a law for the district schools to pay the tuition of the pupils desiring to continue in high school after their eighth grade graduation. With this enactment the enrollment of the school was greatly enlarged, also calling for a doubling of the number of teachers in the high school. In the past decade the average number in the graduating class has been about 45. This is quite an increase over the eleven graduated in the class of 1881. With the purchase of four school buses in 1947 for the transportation of rural pupils to town, about 45 elementary school children have been absorbed in the first eight grades of the local school. One more bus was added in 1949, so that a fleet of five buses, two of which make second trips, pull out of the school parking lot to pick up the rural children each morning. The adding of the school buses made it necessary to build a bus barn to house them. This barn was built in the fall of 1947 and can accommodate all of the vehicles. Crushed rock was placed on the lot west of the new addition to the school making room for the parking of about one hundred cars.

In August, 1947, a Farmers Training program for veterans of the Second World War was started. This program, financed by the federal government, is for the farm veteran who cannot take advantage of the G. I. program for college training and needs additional training to enable them to work out better farm practices and raise the standards of living on the farms. It gives them instruction in the best modern methods of up-to-date farming.

In the fall of 1949 the school board made request for entrance into the North Central Association of Schools and hopes to be admitted.

It would be interesting to trace the after-school careers of recent graduating classes but space will not permit. It should be said, however, that a good average of the graduates through the years have continued in college work. Recently the number would be between thirty and forty percent of each class.

Adult education was introduced for the first time in the fall of 1940 with great success. Classes met each Monday evening in the school building, and are entirely self-supporting, since the expenses of additional lights and water are met out of very nominal fees aid by those enrolled. A need, probably long dormant, has now been met in the new courses which include vocational agriculture, homemaking, and a complete commercial schedule. These classes have been carried on to the present time and are participated in by town and country people alike, with considerable enjoyment and instruction.

The townspeople can well be proud of the advance made in education from its beginning in 1854, over one hundred years ago. The school boards have kept pace with the times, adding new and modern equipment, and expanding courses to meet the new needs. The school plant is, indeed, the center of the recreational and of much of the cultural activities of the town. It meets the needs of the present town to the fullest extent.

The men who have served Brooklyn in the capacity of superintendent of schools from the beginning to the present are: J. D. Haile, Amos Hiatt, George F. McClellan, A. L. Shattuck, A. T. Free, J. P. McCammon, T. N. Bradbury, Miss Jennie Shrader, O. J. Laylander, J. F. Dodds, W. E. Rayburn, Fred Robinson, Eugene Henely, T. M. Clevenger, T. A. Jackson, J. E. Miller, M. L. Doner, C. E. Adams, D. B. Heller, M. O. Davis, L. E. Raffety, Melvin Goeldner, T. R. McGeorge and Gay A. Orr.



## SECTION FIVE — Newspapers

The newspaper business in Brooklyn in its beginning had a very checkered career. W. G. Campbell established a paper in 1856 and ran it about a year and since that time Brooklyn has not been without a newspaper, sometimes two, and on one occasion it had three periodicals of more or less importance. The name of the paper changed in almost every instance with the installation of a new editor. Brooklyn had its *Gazettes*, *Enterprises*, *Heralds*, *Citizens* and *Tribunes*. The *Brooklyn Journal* was probably continued longer than any other paper prior to the establishment of the *Chronicle*.

One of the enterprising on the list of early editors was C. E. Leland, who edited the *Journal* for several months. After him came E. A. Day, A. K. Wington, R. P. Childs, Henry Martin, called "Pee Wee" because of his squeaky voice, not his squeaky thinking, and he and his paper were important factors of special importance in the county anti-monopoly campaign and victory of 1873. Following Martin were B. A. Ward and G. N. Sherburne, S. U. Mitchell and J. A. Shanks.

On September 9, 1875, the *Brooklyn Chronicle* was established and has continued its publication ever since, without the loss of a single issue. This is an enviable record as the paper was completely burned out in the big fire of September 16, 1886, eleven years after its first issue. Although the entire equipment, records and files of the paper were destroyed by fire, the paper was "put out" using the Grinnell Herald's presses in the next few days after the fire, and the issue carried a full description of the fire and the losses sustained by other businesses. On July 28, 1894, the new presses, equipment and records of the eight years were destroyed by fire, making the second time in the nineteen years of its publication, that the paper was completely destroyed.

The first editor of the *Chronicle* was the Honorable W. M. McFarland who came to Brooklyn from Mt. Pleasant. After establishing the paper and acting as its editor for five years, Mr. McFarland in 1879 leased the paper to H. L. Dodge, a man who had been with the paper from its inception, coming to Brooklyn from Burlington. He continued in this position for two years. At this time the paper was purchased from Mr. McFarland by Freeman Conaway, who owned and edited the *Chronicle* for thirteen years from 1881 to 1894. Because of Mr. Conaway's colorful personality which was reflected in his paper, many of the old timers still look upon this period as one of the most interesting from the reader's standpoint. During the years 1887 and 1888 Freeman Conaway was in Arkansas and O. F. Dorrance managed the paper for a short time. In 1894 Mr. Conaway was elected State Printer and moved to Des Moines. The plant was sold to Robinson, Crain and Company. Mr. Robinson was superintendent of schools in Brooklyn at that time. Mr. Crain, who bought the *Chronicle*, was Mr. Conaway's foreman for four years. In 1898 Mr. Robinson sold his interest to Mr. Crain. In 1889 J. Elmer Latchem started the *Brooklyn Times* but soon moved with it to Malcom where it ran for a number of years, changing the name to the *Leader*.

In 1902 the paper again changed hands when it was sold to Stallcup and Lane. Before Mr. Lane could come to Brooklyn to run the paper, Mr. U. M. Reed was its publisher for an interim of six weeks. Later J. A. Barnes managed the *Chronicle* for Mr. Stallcup. This administration continued until 1912 when M. L. Gordon purchased the paper and ran it for nine years, selling out to Ray, Frisbie and

Sutherland of Grinnell in 1921. Dave Sutherland then was here for two years as manager, moving to Montezuma in 1923 to operate the Montezuma Republican. Following Dave, Azel McIlrath managed the paper for several years, then Vera Anger Schwiebert was the managing editor for two years. Harriett Ray Murray edited the paper from September 1928 until April 1942, when she sold the Chronicle to L. L. Kinnamon who has operated the paper since that time.

## SECTION SIX — Fires

The course of Brooklyn's history has been changed greatly by five disastrous fires which almost destroyed the business district each time, and threatened the entire town. Because of fires of later dates and loss of the files of the early newspapers, descriptions of the first two fires of 1875 and 1879 are scanty. A brief sentence in early history tells of the first fire as follows: "On the 26th of May, 1875, there was a great fire in the city, destroying over \$60,000 worth of property. Two large grain elevators, a blacksmith and wagon shop, a warehouse, corn cribs, lumber yard, and agricultural implements were totally destroyed. The second big fire has even less record, being given one sentence as follows: "Another fire occurred July 29, 1879, when three store buildings were burned, at a loss of \$4,000."

Those of us, who see Brooklyn as it is today, wonder how different the business district and chain of events that followed these periods of destruction, might have been if the fires had not occurred.

In a story condensed as this one must be it will not be possible to quote the entire descriptions of the next great fires, as they were written in the BROOKLYN CHRONICLE. In the Septemeber 17, 1886 issue of this paper the whole fire is summed up as follows: "SCORCHED: A spark in the Holmes Elevator sets fire to Brooklyn and burns to the ground fully one-half of the business portion of the city. Eight bricks, fifteen frames and a number of smaller buildings and sheds burned to ashes. Loss estimated at \$100,000 with insurance covering about one-half. Splendid work by the Grinnell Fire Co. prevents the entire destruction of our city." The writer has chosen several other paragraphs from this early description, in order that the full story may be recorded. At five minutes before seven o'clock the morning of September 16, 1886, a spark from the railroad engine, No. 22, which had pulled out of the Brooklyn station twenty minutes before, ignited the Holmes Elevator and the flames were discovered. The few men on the streets at that time answered the fire alarm but by that time flames were issuing from windows and ventilators and the dry timber burned like straw, with the entire roof soon blazing. Everyone in Brooklyn fought the flames as well as they could with the chemical engine serving the town as fire apparatus at that time. The salt, water and soda, applied by the workers kept the fire from burning the building owned by H. G. and William Cummings. By saving this corner, it was possible to save the whole Jackson Street row of buildings. At the time the fire started the wind was blowing from the west and south, which fanned the flames up Front Street. The flames quickly spread from the Holmes Elevator to the Holmes lumber yard and office, then to John Schmitz' shoe shop; then to Smith and Stober's brick block which was occupied by Smith's Jewelry Store, Z. Thomas' Grocery, and Jacob Stober's harness shop, and offices on the second floor. From Stober's building the fire spread to E. Gwinn's elevator and grain office, then to Mose Davidson's agricultural implement store, then to J. A. Stephenson's livery stable, taking everything in its path. The fire then crossed the street east of Jackson and took the brick building, housing the First National Bank, Rolland's barber shop, dwelling belonging to Mr. Holmes and a second house, occupied by D. F. Jones. Good work was done to save the mill and the Skinner House at the other end of Front Street. Both were threatened several times, their roofs having been blazing but each time the fire was extinguished. The livery barn across



the street also was saved. In the meantime the fire had spread west from the elevator and ignited a salt house, and then on to the Chronicle Building west of the lumber yard. This building had three store rooms, one occupied by "Cap" Phillips as a gun store and news stand, another by the post office and a third as a store room for seeds. The Chronicle Office was located on the second floor as were the offices of Dr. Conaway and Busby. This entire property was destroyed and the doctors lost instruments, library and all equipment. The flames then crossed Front Street, west of Jackson and consumed the brick Poweshiek County Bank building with a total loss of everything but the vault, and the D. F. Jones' Furniture store, stock and building, Romaine's stationery and wall paper store and building, a vacant building, belonging to John Beyers, and every out-building, including an ice house, between the bank building and the north side of the square; all in the rear of the business row facing east on Jackson. Mr. Romaine had carefully laid away his stock of stationery in the slough and that was in good condition. At this point the Cummings building and the Heath and Reed grocery were saved. Much of the goods and belongings from the businesses on the west side of Jackson Street were carried by their owners to the east side of the street, with the idea that the buildings on the west side would be burned and the goods would be safer on the other side. The arrival of the Grinnell fire truck saved the west side of Jackson Street and ironically, the goods that had been placed on the east side for safety, was burned. The merchants in the general stores had new fall stocks of goods, all of which burned. The wind veered from time to time, but finally got back into the south and the "sparks fired every building to the north for a quarter of a mile. The G. A. R. hall... Mr. William Manatt's residence on the hill and Mrs. McCosh's, the next door north, were on fire two different times. This seems incredible, but such was the case."

As soon as the fire commenced to spread, Mayor Flook telegraphed to Grinnell for help in the message: "Town is on fire. Send all help you can." The TORRENTS, fire department of Grinnell, was ready to start for Brooklyn several minutes after receiving the message. The "steamer" was loaded onto a coal car furnished by the agent of the Rock Island. Owing to a west freight "holding down the track", the Grinnell firemen had to wait almost thirty minutes before the freight arrived in Grinnell from Malcom, but finally the loaded coal car was attached to old engine 96, "back end to the front, and shot off for Brooklyn, a distance of 15 miles, which they covered in sixteen minutes including a check-up to let some hogs get off the track." On arrival in Brooklyn, no time was wasted to unload the "steamer" from the coal car, but "ran up to the railroad water tank, connected the tank and locomotive and attached the suction pipe of the steamer to the manhold of engine 96, and thus secured a good supply of water. The tank was full to start with, and water was forced into it continuously from the creek by a roundhouse engine that the Brooklyn agent got out of the roundhouse while waiting for the Grinnell force. Thus they ran four streams of water on the fire for three hours. The fire was under control by eleven o'clock. Everyone believed that all of Brooklyn would have burned except for the good services of the Grinnell fire department. The Marengo fire department arrived, but was too late to do much. Professional men and merchants, everyone connected with the fire, lost nearly everything they had in their places of business.

Another fire the next year on August 10, 1887 did not destroy

as much property, but the life of William Crawford, Mrs. Verne Wolfe's father, was lost as he attempted to carry out the money and books from a safe in the Elias Gwinn grain office. Someone took a picture of the three story brick building that Mr. Stober was building (to replace the one lost in 1886 fire) on the south side of Front Street facing the intersection of Jackson Street. In this picture it is possible to identify the Knights of Pythias building which was standing west of the almost completed Stober building. It was to have been occupied within a few weeks. The fire occurred at noon, in the nearly completed three story building, and was believed to have been started from a fire left in the building by the workmen who had gone home for their lunches. When the brick structure collapsed it toppled to the east onto the Stober harness shop, a one story frame building next door. The harness shop collapsed onto the Elias Gwinn grain office next to it on the east and it was in this latter building that Mr. Crawford lost his life.

About one o'clock Saturday morning July 28, 1894, Brooklyn residents were awakened by the fire alarm which signalled the beginning of the fourth fire to sweep the business section of the town in less than twenty years. A loss of \$150,000, the largest one at that time, levelled the business properties for a block on each side of Front and Jackson streets running west and north. Most of these businesses had only recovered from the fire of eight years before. Only piles of brick, tottering walls and toppling chimneys were left of the sixteen businesses. The ruin was complete. The fire started in the rear of Wood and Kibby's furniture store. The fire engine of that time was a steam one. It was necessary to get a good fire going in the engine to heat the boiler of water in order that a head of steam to pump the water could be developed. Because there was no city water supply the machine usually was backed up to a nearby cistern and the hose run into this. The suction developed by the engine, under full steam, was sufficient to supply a strong, steady flow of water onto the burning building. In the excitement of the moment a fire was made in the engine and the hose strung through the Poweshiek County bank building which was adjacent to the burning building. Someone noticed that the engine was red hot and it was discovered that there was no water in the boiler. In the excitement it is thought that someone drew out the water from the boiler instead of running it in. The boiler should have been left full at all times. However, this was a costly mistake as the twenty minutes that it required to cool down the fire engine decided the extent of the fire. It had gained such headway by the time the engine was started that little could be done with it.

Wood and Kibby's store and the Chronicle Office next door with Frank Butt's barber shop in the basement were total losses. Once more, eight years after losing all their medical supplies, library and instruments, Drs. Conaway and Busby sustained another total loss. Once again the Poweshiek County Bank building was lost with all furniture and equipment except the vault which once again withstood the flames. Scott, Reed, and Scott's law office was in the upper story. A few of the books were saved by throwing them into their vault. Nate Deskey's clothing store burned, followed by the post office and the news stand of J. H. Wood, in the lobby of the post office. Postmaster W. T. Sharp, and Colonel Small, according to the reporter of that time, saved all the mail and some of the post office equipment. Others who sustained complete loss from fire or smoke and water were: John Krouskop and Son, groceries and restaurant; W. H. Baker, barber, Rayburn and Lee, grocery; Dr. A. C. Landes; Charles West, Notion Store; E. H. Talbott, Jewelry Store;

S. W. Heath, Insurance Office; Charles T. Rainsburg, Drug Store; Leonard Brothers hardware; William Hankey dry goods store; Central Hall or Opera House, on second floor over William Hankey's store; the building owned by O. F. Dorrance; Graham Brothers, dry goods and groceries; Dr. A. E. Anger, dentist, with offices on the second floor of Odd Fellows building; the I.O.O.F. building, the next three store buildings, owned by William Manatt; George Kraft's clothing store; Karr Bros., dry goods and shoe store; J. W. Johnson general store; Mills Variety Store (Mustapha and Butts' meat market; Frank P. Shrader, drug store; and the Cummings Brick corner building which had stood during the fire of eight years prior to this time. Others whose stock was damaged but not completely destroyed were Philip Kilmer grocery, Davidson and Drake hardware, W. L. Paul bakery, L. Coon, meat market; McKone Sisters, millinery store; M. McKone, meat market; C. E. Shirey, grocer; Miss Ola White, dressmaking shop; E. R. Bigelow, photography studio; and the Brooklyn Chronicle, which was published as usual without interruption, being issued from the Grinnell Herald office. This was a critical loss to the entire town to lose the files of its newspaper for the second time in eight years.

Out of every loss of this kind comes a few numerous notes. The reporter of this worst of Brooklyn's fires finished off his story of the fire with a few notes of which we will quote a few, showing that the merchants, although suffering almost a crippling blow, were only temporarily out of business for a matter of a few hours. Those, whose buildings and businesses were saved, opened their store rooms and all available space and with much doubling up, the burned out ones were able to go about "business as usual" within a short time. Our recorder said, "Ed Talbott has a few half-baked watches which he will sell cheap. When the Odd Fellows' building fell it shook things so that it was heard for over a mile. Don't go to Europe to see ruins. Come to Brooklyn. We have 'em, but they will soon go. One man, evidently planning to have something cool, carried a chunk of ice out of Mustapha and Butts' meat shop and saved it from burning. Insurance adjusters and drummers are here in abundance - - the former settling losses and the latter selling goods to the burnt-out business man. The Iowa City baseball team that played here Friday and Saturday (the days before the fire) did excellent work in helping to save property. They hustled and made every move count. Freeman Conaway sustained a painful loss by the fire. His big bull fiddle valued at \$60.00 that so often charmed Brooklyn audiences, is now a thing of the past. Swept by the bow in the hands of Freeman, it will never again do its part in the Brooklyn orchestra. It was a giant viol and was almost as well known to the young people as its owner."

As has been the case in the earlier fire the town of Grinnell sent a fire apparatus, which greatly aided the Brooklyn men and was responsible for saving the residential section of town. Most histories could have been changed by a small "if". Mr. U. M. Reed who remembers the fire, also recalls that the water tower, still standing east of the Methodist church, was within two weeks of connection for city use. "If" the fire had occurred two weeks later, it is probable that the whole business district could have been saved.

Most of the brick buildings and industries in Brooklyn in the early days was made from bricks molded from clay from "old Talbott farm east of town". This clay was then made into bricks by Henry Steinhelper. Another kiln was located at one time on the "old John Husky farm" now owned by Roy McCluskey who recalls



that he often ploughed up old bricks as he farmed his land.

Although there have been other big fires in the town of Brooklyn, since the 1894 fire there have been none that left so many people with great loss. On February 27, 1947 the Montgomery Motor Company's large tile and concrete building was entirely destroyed by fire in a period of forty-five minutes. The firemen were hampered by frozen fire hydrants. Saturday, Feb. 5, 1949, the E & E Chevrolet garage was completely destroyed, with great damage done to the living quarters of Mr. and Mrs. Floyd Eichhorn which were above the garage. The last big fire was that of December 29, 1949 in which the men's clothing stock of W. K. Miles was completely destroyed.

It was due to the lack of fire fighting equipment, not the courage or willingness of the members of the Brooklyn Volunteer Fire Department, organized in the earliest days of the town, that was responsible for the several big fires that nearly destroyed the small, new town. As has been mentioned, the earliest engine, purchased in 1887, was dependent on the use of chemicals consisting of salt, soda and water. Other engines were able to make use of the cistern of nearby homes or stores, by backing the fire truck up to the cistern and pumping the water, sometimes by hand, through the fire hose. The first fire department was officially organized December 4, 1893. With the building of the new water tower in 1894 it was possible to have a good force of water on the fires, by means of steam driven engines of the 1890's, forcing the water. "Cap" Powers was one of the earliest fire chiefs. Through the years of the town's history, there has been a large force of volunteer firemen, twenty members in 1911 and totaling eighteen in 1924. In this year the volunteer fire team "struck", with the exception of Flem Orr, who had been a member of the team from the time he was a small boy, hanging onto the truck as mascot. At this time the fire department was re-organized. Clarence Ecklund was appointed fire chief. In 1937 a Studebaker pumper fire truck was purchased to supplement chemical and hose equipment. In 1946 another up-to-date truck for rural use was added.

At the time the Municipal Electric Light Company began service in 1940 the town installed a new fire siren which occupies an important place in the east parking lot, high on a tower. Telephone operators at the switchboard are the only ones who can operate the fire siren. When a fire message is called in to the telephone exchange, the operator pulls a lever which automatically sets the fire siren in action. Before the installation of this new device in 1940 the fire signal was given by ringing of the old bell which was mounted on a tower behind the City Hall.

## SECTION SEVEN — Early Sports and Amusements

It would be inconceivable that one could tell stories about the beginnings of a town and its activities through the years without telling about the social life, the amusements and the fun that filled in the chinks of living in any town, small or large. The early residents worked hard and long and played happily and lustily when their work was finished. Some attempt will be made to set the stage and tell a little of the lighter side of these actors that we call our ancestors, who came to this spot in Iowa and created our little town in which we happily labor and love today. Because of the lack of transportation as we know it, especially the automobile, most of the entertainment was in the small circles of the home, the church or even something that included the whole town. About fifty years ago, Crokinole and Flinch games entertained many families during the long winter evenings in the days before the movies and television. Many families had a "family band" each member playing some instrument, often with Mother at the old parlor organ, pumping out the accompaniment for the others. At other times, they were happy to gather around this same organ and sing the old hymns and ballads popular at that time. Pop corn and candy making were favorite indoor sports before the game of basketball was invented. During the winter it was difficult to go any distance. But in spite of the drawback of transportation, in the years just preceding the start of a new century, "sleigh loads of Brooklyn young people would glide out to the country schools, Coon school, Gould school, Manatt school, and many others, where they would hold debates on current issues of the time; have spell downs, or just engage in a good old "sing" with everyone joining in. These events were known as "the lyceum". At about the same time high school debate teams held precedence in drawing a crowd and even inter-town events were heralded. Everyone, young and old, skated on the ice of Little Bear or Big Bear Creeks. It was not uncommon to skate to Victor and back on a Sunday afternoon. Some even claim to have skated to Marengo.

About the year 1900 the young men of the town organized a football team, known as the Brooklyn Town Team. The game schedule consisted of challenges and counter-challenges with neighboring towns and the home games were played in the meadow just south of Big Bear Creek which is now part of the Roscoe Ormiston farm. Among others of these early players were Jess Finley, Bill Coleman, Sam Benson, Ben Benson, Charles (Glep) Benson, Harry Wilkinson, Orville (Shock) Carpenter, Jess Hadden, Guy Bever, Otis Lee, Earl Lee, Fred Coon and Bert Coon. These games were considered to be great social occasions. One or two of the supporters of the visiting teams even arriving in an automobile. It is recalled as a great sensation of the time the day that the Montezuma town team arrived to play the Brooklyn boys and Judge Lewis of Montezuma sailed into town and down the hill north of town to the football field, going all of fifteen miles an hour. Exchange games were played with Belle Plaine, Grinnell College second team, Leander Cark college of Toledo, (now the Toledo Juvenile Home), Marengo, Montezuma and many others. One old timer, a player on that team, recalls that there were three standard plays at that time. They consisted of end runs, line smashes, and punts. They had none of the forward pass plays, but as he says, "the ball had to go through three pairs of hands on each play."

With the introduction of this new game of rugby football into

Iowa communities there was much discussion as to its merits, pro and con. One humorous account that appeared in the local paper at this time follows:

"After a man works 18 or 20 years to raise a boy, and puts \$2 worth of nose bottles and shin guards on him and sees him rush smilingly into the jaws of death, it brings a feeling of pride in which his heart swells up as big as a three quart basin and he don't know just what to do, go out and get a ball bat and murder the man who introduced football into town or take his son and run him through an ensilage cutter, salt him down in a silo, and let him 'make' through the winter. There will be another game tomorrow and both undertakers have bought new hats on the strength of it."

Major sporting events of the last sixty years had their beginning with Brooklyn's famous baseball teams and the race tracks. About 1890 a fine baseball field was built on the flat, just south of the railroad track with the grandstand and bleachers in the northwest corner facing the field to the south of it. Center field was close enough to the bend in the creek to make fielding hazardous. It is recalled that a great discussion of umpires, resulting in a split decision occurred when the center fielder backed up to catch the ball and fell into the creek. It still is a moot question whether the fielder had the ball as he went under the water, or grasped it in the mud of the creek bottom as he came up for air. With the railroad the chief means of transportation, except for "old dobbin", today's readers of the story of the late 1890's and early 1900's will understand the fervour centering around the main activities of the town. Entire families gathered in the pretty little park then on the south side of Front street, listened to the town band present a concert, then walked down the old footpath to the grandstand at the baseball diamond. Here they saw the many heated games between the famous teams of 1894 and 1895, celebrated as the "champion amateur team of the middle west". Such "greats" of the town baseball roster will be recalled as B. J. "Buster" Collum, George Durea, Ed Leonard, Dave "Thatch" Smith, Ben Robinson, Jack Read, Jim Smith, Charles Hubbard, George Mosley, J. O. Scott, Fred Anderson Meyers and others who did not live in Brooklyn but who drifted in to play with the town team supplementing the town's fine players, and then left at the end of the summer and the baseball season. This team was managed by Charles Morgan and Dr. Anger. Because of the difficulty in transporting teams most of the opponents of the Brooklyn teams of that day were towns and cities along the Rock Island Railroad. It didn't matter the size of the cities. Brooklyn took on all of them, beating Iowa City, Des Moines, Davenport, Marengo and many others. One time, even, the challenge to play Council Bluffs arrived. A special car was secured from the railroad and the town band, baseball team, and any others who could find a niche on the car, took off for the city on the western edge of the state. After this peak year of baseball there were other good teams for several years. However, another peak was reached with the teams of 1907 and 1908. This team was managed by Flemming "Bobbie" Orr, and Bill Johnson. The story goes that Brooklyn, weak on the mound, was playing a team north of here. The other team was playing better than Brooklyn due to their fine pitching staff. Brooklyn managers got to work after the game and Hi Cole, who had given them so much trouble, was signed for the Brooklyn team. Anyone remembering the baseball of those days will remember Hi Cole. With the wonderful support of Ben and Tom Robinson, Flemming Orr, Ed Hancock, Rollen and Dolan and many others, Brooklyn tallied an unbeaten season. One man, recalling the playing



of Flemming Orr at that time, remembers that Flem had always played using a plain leather glove. In the game with Davenport, the manager of that team insisted that Flem use the conventional baseball glove. Finally, Flem submitted and went into the field, with this unfamiliar glove on his hand. He made a spectacular catch, running through a hole full of water, nabbing the ball with this new glove. After this exhibition of fine catching, the Davenport man wanted to sign him up for the big league. Flem, after consultation with his father, decided to stay in Brooklyn instead of casting in his lot with the baseball world.

Contemporaneous with the interest in baseball and just as heated, was that shown for horse racing. At different times in Brooklyn's history there have been race tracks on the south side of town. The one best recalled by people today is that for which Dr. A. E. Anger, dentist, was an instigator. This was laid out one-fourth mile east of the present viaduct, south of the railroad track. It was laid out in the fall of 1907 and was called the Anger Racetrack. Here, some of the best horses of that time were raced. W. E. Butts was also instrumental in the plans for this track and gave much time to its development. Much of the color of the early 1890's centered around the well known track. According to an old-timer, Will Butts had a fine horse called "Bay Sen" that he raced on this track. Dr. Anger's horses at that time were "Doc Allerton", "Ben Russell", and "King Seal." Toward the end of the days that the track was used, the automobile was coming into popularity. It is remembered that a number of Brooklyn's women learned to drive on this old race track. Their husbands took them there to learn as they said there was no danger of killing anyone but themselves there. Many of today's grandmothers will remember learning to drive at the break-neck speed of 10 miles an hour around the old race track.

In the early 1890's those who were daring enough and were willing to pay the "reduced rate" on the railroad and the "fifty cent admission" to the game, even went as far as Grinnell to see "Iowa College (the name of Grinnell College at that time) team as the champions of Iowa, play the University of Minnesota's team, champions of the northwest." Hunting was a favorite sport even in 1895, although the game laws and open seasons of that time were a little different from the ones we know today as evidenced by "the following correct synopsis of the Iowa game laws and open season: Prairie chickens, September 1 to December 1; woodcocks, July 10 to Jan. 1; grouse, pheasants, quail and wild turkeys, October 1 to January 1; wild ducks, geese, brant, August 1 to May 1. No one is allowed to kill more than twenty-five quails or prairie chickens per day. Informants receive \$5 to \$10 which is added to the costs to the offending party." Fishing parties in 1888 were popular then as they are today and at this time of year the "personals" in the local paper were full of the lists of those going as far as the Skunk or Iowa Rivers to fish.

By June in the early 1890's the young people in town were busy with plans for outings. Many a young man spent hours getting his "top" buggy ready to load with a hammock, fishing tackle, and lunch basket and his best girl so that he could start at the appointed time with the other loaded buggies for an all day excursion to the Iowa river. During the strawberry season, ladies of each church of the neighborhood vied with each other to put on the best and biggest "strawberry festival" which consisted of homemade cakes, homemade ice cream with big juicy strawberries. Everyone, young and old, attended these events which sometimes were accompanied by the music of the Town Band. People even came from as far

away as Hartwick and Malcom. By late August watermelons parties were popular. They included "a straw ride by moonlight to the patch in the country, unlimited watermelons and a dance." By 1895 "the girls of Poweshiek County were glad to learn that Secretary Fowler of the State Fair had perfected arrangements for a novel attraction at the State Fair and that is a "beauty show." Many of the town's beauties entered their photographs in this "new" and novel idea. About this time the most eloquent slang word for description of practically everything was "fierce". Even a beautiful young lady in replying to a gentleman's remark about the lovely day agreed with him with "I should smirk to twitter". If someone wished to refer to another as mentally off balance he remarked, "she has lost her buttons". Women and girls of the day vied with one another to have the longest hair. Many boasted of hair reaching to the floor.

Bob sleds took families and neighbors to church revival meetings, oyster stews, carpet rag sewing parties, the Christmas Eve programs at the several churches where everyone would receive a gift from the huge tree and there was a present for all. Guests arrived unannounced for Sunday dinner, sometimes as many as eight or ten of one family just "dropping in". This was the occasion for much scurrying around, to kill a couple of chickens and get them on to fry, bringing the butter, cream, milk, potatoes, and other produce "in from the cave", the canned peaches and strawberries "up from the cellar", the stirring up a pie or cake, bringing in the jams, pickles and preserves from "the pantry" and sending the youngest out to "gather eggs." No housewife was caught short in those days as she had the "makings" of a big family dinner within reach and it was not necessary to send anyone on a hurried trip for cans of this or that. Today our locker boxes, home freezers and pressure cookers take care of emergencies. Many of the farmers had their own smoke houses, using hickory wood to give the meat an extra flavor, make their own soap, sorghum, hominy, dried corn, apples, gathered fruit to make butters and jam by the gallon, had bees for honey and sweets, as sugar was still a luxury. Descriptions of this sort could go on and on but time and space will not permit.

A Rough Rider Club was organized in October, 1898 by J. A. Bever. Members were a group who rode horses and participated in many "practice drills" with great interest. During the time of its organization the club was very popular and the group enjoyed many fine rides, often riding to adjoining towns. It is not known when it was disbanded. This was about the time that Theodore Roosevelt was President of the United States and his enthusiasm for the Rough Riders probably was the basis of the formation of the local club.

A town band is first known to have been organized in 1865 when the "boys" came home from the Civil War. Later, the First Brigade Iowa National Guard Band started, winning state honors for its fine music. The Brooklyn Cornet Band was organized in the fall of 1877, having ten pieces and meeting twice a week for practices. B. Shimer was the leader. Other band leaders were "Cap" Powers and later, Ben Robinson in 1909, Zeke Smith is remembered to be one of the first drum majors for the Brigade Band. In the early days there was a band wagon, but later the band stood on the street at the corner of Jackson and Front streets where, dressed in their red coats and blue trousers with a stripe down the side, they played their repertoire. At present, Leo Shuler is band leader and he followed Mac Kinnamon. Other leaders were C. B. Reed, E. C. Lane. The weekly band concerts were then, as they are today,

cause for the gathering of the whole town.

About this time Brooklyn boasted that she "shipped fifteen thousand bushels of wheat" (September 3, 1870) and a FOR SALE advertisement told of a rare bargain, "an eighty acre farm, three miles from the railroad, price \$25.50 per acre, half cash, balance on long time, 7 per cent interest."

A town without hotels or inns would be strange in any time. Brooklyn has had her share of these through the years. At one time, in 1895, there were six in operation at one time. Maybe the first of these was the old American House on Des Moines Street where the Perry Willett home now stands. This was an old stage coach stop. Still another one of especial interest, to those who remember events of the Civil War period, was the old Woods House, owned at one time by Andrew Coon. This hotel stood on the old River to River Road and was one block west of the corner of where the gravel road enters the lane to the Odd Fellows cemetery. The basement of the old hotel was used as one of the "underground railroad stations" for slaves who were being brought north. John Brown, the organizer of this movement, is said to have come through here many times and may have stayed there. Another such "underground station" was in the old house that used to stand just west of the Jackson and Des Moines street corner, the old Cain residence where Dr. E. J. Ringena now lives. About 1874 H. B. Hicks arrived in Brooklyn, establishing a hotel across from the railroad station on Front Street and calling it the Hicks House. The Lewis House, operated about 1895, was located in what is now the Chevrolet garage. The "Pappy" Hall House, operating in 1895 continued for several years and finally burned. It was located on the east corner where Highway 6 comes from the west and turns toward the viaduct, where the Gilmore Filling Station is located at present.

Probably one of the most colorful of the early hotels was the Skinner House which operated from the time the railroad was built until well into the Twentieth Century. Part of it still stands and is occupied at present by the Gerard Produce and Hatchery. The original Hotel which was built right beside the track, was one of the best known hotels in the middle west. Since much of the history of Brooklyn centered around the Rock Island Railroad and this was one of the division points having a large, thirteen engine round house, it was natural that railroad men should represent a good per cent of the population at that time. Colonel Skinner, builder and owner of the Skinner House, brought his family from New York to Iowa City where he lived until 1861. During this time the railroad was gradually creeping westward. Colonel Skinner became well acquainted with the railroad men and some of the officials persuaded him to move to Brooklyn where the railroad was scheduled to go, and where the depot was then being constructed. Upon arrival Colonel Skinner had decided to become a hotel keeper much to the disgust of his wife. However, the hotel was built, a fine one for its time, and Mrs. Skinner became a famous hostess, which put Brooklyn on the map to railroad people and traveling men. She was a fine cook and efficient manager. When the House opened for business the railroad came only to Marengo, but the stage coach brought regular passengers to dinner here at noon. The business grew until the family was almost crowded out and the hotel had to be enlarged, and then was extended north to Front Street. At this time 100 to 150 wagons were going through Brooklyn every day carrying families home hunting farther west. As the railroad came farther west, the Skinner House became a lively place. Dances and entertainment could be found here and the railroad and travel-



ing men spread the fame of its hospitality. A son, Gene Skinner, managed the hotel later, and he and his wife kept it for the social center of Brooklyn. It was considered a great occasion to be invited to the Skinner House and these occasions came often. At the time the hotel itself was built Mr. Skinner went down to the banks of Little Bear Creek and dug up some of the trees growing there. These he planted on Front street at the front entrance of his hotel. As the years have passed and the hotel itself has passed out of existence, the old trees have stood guard, until they became a menace to the buildings and were removed during the past spring of 1950. There were many to mourn the passing of these giant old sentinals of the old days when Brooklyn was a young town.

In the minds of many, the present Hotel Brooklyn will be regarded as being as important as the Skinner House, at least to the residents of Brooklyn. It is the only hotel of the early days that is still serving the traveling public in its original capacity. Built as a residence in 1875, and considered a show place of its time, the present Hotel Brooklyn became a hotel sometime after it was purchased by a Mr. Stephenson. At that time it was known as the Stephenson House. Some time later Dr. Charles Busby purchased the building from Tom Frizzell, who had owned it only a short while. During the first years of Dr. Busby's ownership it was a residence and later a hospital. After several other changes, it finally became a hotel again and was purchased by the Robert Lawsons, who are the present owners. In connection with the hotels and commercial places of hospitality of the early days, it is necessary also to speak a little of the unlimited friendliness and cordiality of the early settlers. Without exception it was the custom to invite newcomers and strangers into their homes, to make these homeseekers feel that they were indeed home. In the north part of the new settlement of Brooklyn there was one log cabin that no one occupied regularly. It was one of the first to be built and there are many of the older residents, who are living today, who remember this structure. It wasn't a large cabin, was very crude, having no floor or windows, but supplied with a huge fireplace, which gave ample heat. It stood in the center of the block, just north of the present Methodist church, which in those days was called "James Manatt's cow pasture". The block in which the cabin was set was surrounded by a rail fence. In this cabin, many a new family, just arrived from Ohio or some eastern state, would be given haven until they could make arrangements for a home of their own. One of the older citizens of the town, in describing the cabin to the writer, said "we boys used to sneak into the cabin when there was no one living there. We would smoke grapevine and talk and talk." The little girls would steal in to play house with their dolls. It is a pleasant thing to remember that in the midst of their efforts to build homes for themselves and all necessary duties and sometimes hardships, these first settlers in Brooklyn found time and a place to entertain the ones who had just come to join them. This cabin was torn down about 1880.

During the years Brooklyn has been well supplied with theaters. The earliest of these was known as the Central Hall, or Central Opera House. It is not known the exact date that it was built, but present residents recall the high school graduation exercises were held there as early as 1891. It was used for most of the purposes for which a large audience would gather. Many home talent plays were produced there, the annual high school class plays were presented on its stage, Decoration Day exercises, debates, lyceums and other affairs were enjoyed by the townspeople. All this was put to

an end, however, by the fire of 1894 which leveled the building.

Before the old Central Hall was destroyed, and running contemporaneously, was the old Stober Hall which was in the Stober building, described in another part of this story of Brooklyn. Stober Hall, however, was an important meeting house for the townspeople from the time of its building, in 1887, until the dedication of the present Brooklyn Opera House. Stober Hall was the scene of school plays, graduations, and other home talent productions. On May 30, 1909, under the management of Norman and Charles Bever, later Chris Rasmussen, the first moving pictures in Brooklyn were shown in the New Majestic Theater, formerly known as Stober Hall. The advertisement in the Chronicle claimed that the "New Majestic Theater is now exhibiting motion pictures and illustrated songs, with a complete change of program each Monday, Wednesday and Saturday evenings and matinees on Saturday. Any seat, any time, ten cents." The movies were shown in the west half of the first floor room, known to many old timers as the "Hicks Building." The east half of the room was occupied by Stober's Harness Shop. The gas engine that run the dynamo that in turn ran the motion pictures, could be heard put-putting in the adjoining lot to the east. An old phonograph or talking machine with a morning glory horn behind the screen furnished some of the music. The remainder of the time music was furnished by local talent. A roller skating rink was opened in the basement of the building, and was a main source of amusement for the people of Brooklyn for several years.

The Brooklyn Opera Company was organized May 23, 1910, in a meeting held in the Majestic Theater in Stober Hall, for the purpose of making plans to build a new theater. Officers of this company were Joseph Karr, president; A. J. Davidson, vice president; George W. Graham, secretary; A. B. Talbott, treasurer. The building was planned and the company drew up articles of incorporation. The first stage show to be presented in Brooklyn's beautiful new Broadway Opera House was the Toymaker's Dream, the evening of February 28, 1911. This first presentation was a great social occasion in the town. The seats were auctioned off for this first presentation and a reception was held following the performance. The new theater had, then as now, a seating capacity of 435, including the balcony and all of these seats were taken for the opening night. The theater had been in constant operation since its initial opening. Silent moving pictures were shown for many years. When sound pictures, with the music and speech coming from a phonograph record on a machine, independent of the moving picture projector, first were introduced in this country, Brooklyn had one of these machines. It was not until 1937 that the local theater installed the projector as we know it today, having the sound track reeled off simultaneously with the picture.

A new permanent roller skating rink was erected in Brooklyn, west of the Jackson Street business houses, in the spring of 1949. This was greatly welcomed by young and old. It is winterized with a heating plant and insulation, and adds much to the town in the form of amusement.

Several other forms of amusement that have been enjoyed by Brooklyn people through the years should be mentioned before passing on to another story of the town. Each summer during the early years of the new century the advent of the Chautauqua was hailed by young and old alike as an event of chief importance. Sometimes the tents in which these events were held were pitched on the old school campus, sometimes in the pasture where Landes Park is now, and sometimes, it is recalled, the tent was placed in U. M. Reed's

meadow. Robinson Brothers Circus was a yearly event in the summers of the first few years of the 1900's. There are some who claim that Ringling Brothers Circus also came to Brooklyn. The circus usually was held in a tent that was pitched on the west side of Orchard street, across the track in South Brooklyn.

With time permitting, it might have been possible to hear of other events that filled the social life of the earlier days when so much of it was centered around the homes, churches and schools. The occasions listed in the foregoing account will provide the impetus for discussions among those who remember "the days when....".



## SECTION EIGHT — Fairs

Transportation was slow and in some cases almost impossible in the late 1860's or the early 1870's. It wasn't easy for Brooklyn people to attend the Iowa State Fair which was then in its infancy and originally held in the town of Fairfield, with the first one in 1854. It wasn't until later that it was moved to Des Moines. For this reason, the townspeople organized their own fair which was known as the BROOKLYN FAIR. The fairgrounds, extensive for that time, were located in the second block north of Des Moines Street on the west side of the Mill Street. There were no houses in that block at that time and fair exhibits are said to have occupied buildings fronting on Mill Street. These included a "floral building" in which the culinary products and "fancy work" of the ladies, as well as their garden produce, were displayed. There was another building for the stock. Still another building was the grandstand which fronted on the sizeable race track. One local matron who was a small girl at the time, recalls that her father turned jockey during the fair days and rode many of the fast horses. He gave up this avocation after a serious injury when he was thrown from a horse. Another informant tells of the famous horses that were shown on that track. One of these was Bay Cedar, some say owned and shown by Jake Fisher, others say Colonel Small was the owner. Probably there would be others if time had permitted the writer to consult all the old settlers, who were children at that time, and would remember the colorful incidents of that day. All present day historians are not agreed as to the exact entrance to the fair grounds. Several claims are made. However, it is agreed that it was somewhere on the west side of Mill Street in the second block north of Des Moines Street. As has always been the case with small boys, there was the usual number waiting at the main gate, with no money in their pockets. Henry Cummings, the gatekeeper, would look at the small gang of urchins and say, "well, go in or go out". When the kids started to back away he would push them through the gate and they were then inside the magic world. One man, who was in the gang remembers the great thrill it was when he finally got through the gate and glimpsed the wonder of the Brooklyn Fair. No State Fair since has meant as much to him. It is not known the date of the last of these fairs in north Brooklyn. Mart Smith, one of the oldest residents at this time, still has the family ticket issued for the Brooklyn Fair for the year 1888. It is believed that this was the last year it was in operation. After exhaustive questionings of the older residents of the present town, the writer still is unable to establish the date of the first one of these fairs which played such an important part in the lives of the early residents. An early history says: "The first agricultural fair appears to have been held at Brooklyn in 1865, J. P. Woods was president; J. M. Talbott, vice president; James E. Johnson, secretary; Limson Snyder, treasurer. In the report of the State Agricultural Society, mention is made that there were 'two flouring mills and one woolen factory in the county (Poweshiek) and more needed.' Later, it is remembered H. H. Reed was secretary of the Fair Association for a number of years. From an early history of this county the following account was secured: "The report of the Agricultural Society for 1886 (which may be the old Brooklyn Fair) gives the total receipts at \$649.93; premiums and expenses, \$937.10, making a deficit of \$287.17. The question of making the fairs self-supporting was a perplexing one." Probably this was the reason for finally discontinuing

the Brooklyn Fair in the late 1880's.

With the blending of town and country, it is inevitable in a rural community such as Brooklyn, her townspeople in 1911 organized a Farmer's Institute, thus giving outlet to the people's natural pride in their produce. This organization grew out of the joint interest of the farmers and the business men in town who knew that the only way for the community to grow and prosper was to keep their inter-dependence on one another a cooperative one. On December 2, 1911, the organization of the Brooklyn Farmer's Institute was effected. Officers of this new association were J. W. Frizzell, president; Dr. G. L. Buffington, vice president; A. B. Talbott, treasurer; C. H. Manatt, secretary. Directors were F. O. Cunningham, Rex Davidson, W. B. Dunton, Walter Uhl, W. G. Pierson. These Farmer's Institutes were held for three days each October (usually the 8th, 9th and 10th) for a period of several years. The last one was held in 1920. Local business men contributed to the upkeep and expenses of the Institutes as well as the farmers surrounding the community. Live stock exhibits were placed in a large feed shed located at the corner of Front and Clay Streets. Poultry, culinary arts and needlework were displayed wherever an empty store building could be found or where convenient. The several churches of the town alternated in the serving of meals in their church basements. The Farmers' Institutes were a source of great pride to farmers and townspeople alike and, it is said, they were discontinued only because of the fact that they were not self-supporting and too big a burden was placed on too few.

On May 27, 1920, the Brooklyn Agricultural Society was incorporated under the laws of Iowa and regular fairs were held until 1925 when the society was disbanded. Because this society had been the only fair in Poweshiek County during these years, the society should have been entitled to state financial aid according to a state law enacted at about this time. However, due to a legal technicality the Brooklyn Agricultural Society was not eligible for state aid.

## SECTION NINE — Clubs, Lodges and Groups

**Brooklyn Lodge, No. 141, Odd Fellows** was organized February 3, 1853 with five charter members, George Miller, L. S. Shields, W. S. Guffy, D. G. Ensor, and James Motherell. The first initiate was Robert Talbott. The hall, owned by the lodge, was erected in the summer of 1875 and was dedicated on April 26, 1876. Members of the order met every Saturday evening. In 1880 there were ninety-eight active members. The first officials were George Miller, D. S. Ensor, Thomas Farquahr, and Robert Taylor. In 1880 the officers were I. N. Drake, M. Nebel, J. C. Stober, W. T. Sharp, and J. P. W. Freed. In 1911 the officers were C. E. Waldorf, C. N. Eastman, I. J. Ormiston, J. W. Silcott, Ira A. Thompson.

**Brooklyn Encampment, No. 36, I. O. O. F.** was instituted on October 21, 1867 and in 1880, had thirty-eight active members. They met every second and fourth Tuesdays of each month in the Odd Fellow's Hall. Charter members of this encampment were John M. Talbott, Silas Reynolds, James Conger, Michael Nebel, Darby Ensor, D. W. Stallsmith, Charles W. Harris.

**Good Samaritan Lodge, No. 46, I. O. O. F., Daughters fo Rebekah**, was instituted October 22, 1874. In 1880 they met the first Saturday afternoon of each month in the Odd Fellows Hall, having twenty-five members.

**Deborah Lodge of Rebekah, No. 202**, was organized March 16, in 1894, with forty-eight charter members. Mrs. A. C. Landes was the first Noble Grand. The lodge meets every first and third Wednesday of the month and never has missed a meeting through the years. At present there is a membership of 159. The charter members are as follows: W. T. Sharp, Mrs. M. E. Sharp, Z. Thomas, M. Thomas, H. M. Geweye, Mary A. Geweye, Kittie M. Thomas, Jonathan Wells, Mrs. E. J. Wells, J. G. Elliott, Maude A. Elliott, F. W. Fowler, Kate S. Fowler, F. P. Shrader, Ida A. Shrader, W. S. McAninch, Rebecca McAninch, E. D. Rogers, Mary Rogers, Tom Robinson, Horace Whitcomb, Mrs. W. S. Whitcomb, Charles W. Leonard, Anna Leonard, Arthur C. Jones, Daisy C. Jones, A. C. Landes, Mrs. Lola G. Landes, Gordie Smith, Matilda Cuning, Rilla Morgan, Mary E. Wood, Jennie Frasier, Ada N. Holmes, J. N. Tucker, W. H. Crenshaw, A. E. Anger, A. B. Talbott, F. E. Francisco, C. S. Crain.

In 1894 the fraternal order of Odd Fellows built a new two-story building, having the main hall, parlors, banquet room and kitchen on the second floor. This building replaced the one destroyed by fire earlier the same year. Karr's General Store occupied the ground floor for many years.

**Corinthian Lodge, No. 174, A. F. & A. M.** was organized in Brooklyn in June, 1864. The Masonic Lodge was chartered in 1865. In 1880 they had an active membership of fifty. The charter members were Robert Davidson, William H. McQueen, John M. Talbott, Robert C. Shimer, James E. Johnson, Thomas Rainsburg, Silas Melvin, Simon Snyder, John Conaway, Caleb Pummer, Mathew Chambers, Jefferson Stephens, J. M. Meserve, Rev. E. Happy, S. S. Moore, Wm. Walters. The first seven named were the first officers of the lodge. In 1911 the officials were F. H. Howard, F. P. Shrader, F. F. Thompson, E. H. Talbott, J. A. Thompson. For a good many years they met in the Odd Fellow's Lodge Hall. In 1895 the Masons built their present brick building. This was partially destroyed by fire shortly after it was first occupied and again in 1935 when the grocery store on the first floor burned.

**Brooklyn Chapter, No. 131, Order of the Eastern Star**, was in-



stituted on April 18, 1893. From that time to the present it has enjoyed a large active membership. At the time of the granting of the charter the meeting night was set for the Wednesday night of the full of the moon each month. This arrangement was made in order that the members could get to and from lodge meetings by the light of the moon, as the street lighting of those days was sketchy. It also was easier for the country members to get to lodge, with the horses better able to see the road. They met in the Masonic Temple. Charter members of the organization were: Mrs. C. E. Price, Worthy Matron; John T. Scott, Worthy Patron; Rebecca Robinson, Lavina Bauer, J. C. Talbott, Allie Wood, Emma Clark, Maimie Dorrance, Mary Skinner, Viola Applegate, L. D. Melvin, Myra Hankey, Mercy Flaig, W. H. Price, H. H. Reed, Belle Scott, Emmie Reed, Joe Wood, William Hankey, J. A. Flaig, L. Clark, Mrs. L. Clark, E. J. Applegate, Thomas Harris jr., Charles D. Busby, R. M. Spencer.

**Poweshiek Lodge, No. 198, of the Knights of Pythias** was organized in Brooklyn on April 19, 1888. The charter members were: W. J. Fitzsimmons, F. H. Zeigler, O. H. Leonard, J. A. Wright, S. R. Cleete, E. C. Odell, W. R. Tipton, W. L. Dunlap, T. H. Hadden, S. L. Drake, L. H. Mills, John Rude, W. C. Powers, E. Slagle, William Mousley, A. P. Rainsburg, G. E. Ormiston, O. L. Seykora, Charles Ormiston, R. D. Mead, J. N. Wright, W. R. Roach, S. L. Holley, C. H. Smith, John Miller, George H. King, Wesley Davidson, W. H. Hyde, Frank Smith, Homer Bracey, W. A. Cook, A. E. Simeral, N. S. Barclay, W. McMullen, J. B. Corder, J. D. Fisher, J. C. Gregory.

**Pythian Sisters**, the auxiliary group of the Knights of Pythias, was organized originally under the name of Rathbone Sisters, Loyalty Temple, No. 121, on March 23, 1900. The name was changed to Pythian Sisters in 1903. The first officers were Virginia Busby, Rhoda Odell, Estelle Coon, Ida Morris, Grace Shiflet, Mrs. Fitzsimmons, Olive Berger, Clara Breniman, and Libbie Coon. Charter members were: Mrs. C. B. Lineweaver, Mrs. Emma Shannon, Mrs. George Shiflet, Lillie Orr Hall, Mrs. John Bunnell, Savilla Hall, Orriarda Lineweaver, Josephine Crider, Jennie Coon, Florence Butts, Louise Dunton, Daisy Patten, Jessie Cunningham, Flo Connell, Mrs. A. S. Goodrich, Mollie Breneman, Ella Beery, Minnie Happy, Mrs. Maude Odell, Grace Shifflett Kingsland, Edna Frease Cummings, Effa Lineweaver McPhearson, Ella Breniman Frease, Lyde Breniman Mohr, Lena Kuntz, Ione Shifflett Dunning, Mrs. Rhoda Odell, Miss Estelle Coon, Mrs. Jennie Morris, Miss Olive Berger Williams, Della Frease VanTuyl, Mrs. Carrie Fitzsimmons, Miss Libbie Coon, Miss Clara Breniman, Mrs. Virginia Busby, W. F. Berger, D. C. Lineweaver, J. W. Frease, W. J. Fitzsimmons, William Kuntz, A. C. Adams, E. C. Odell, John Brannian, L. G. Coon, Frank Butts, O. D. Hall, A. J. Happy, Charles Crider, Bert McCullough, Bert D. Coon, F. F. Breniman, George Sackett, Dr. C. D. Busby, W. H. Hyde, C. E. Shifflett, W. W. Shannon.

**The Modern Woodman** was established in about 1913, having a good membership of active business and country men.

**The Brooklyn Royal Neighbors Camp, No. 7925**, auxiliary to the Modern Woodman Lodge, was organized March 9, 1916. Mrs. Nellie Niswander was the first Oracle and Mrs. Mary Burford was the first recorder. Charter members were Mary Burford, Christina Carter, H. E. Carter, Chas. Chapman, Katherine Chapman, Fred Crider, Lucinda Crider, Nettie Crider, Zaida Downing, Addison Flinn, Bertha Guthrie, Eliza Lowery, Emma McAninch, Mabel Niswander Brannian, Nellie Niswander, Ida Shanks, Mary A. Swartz, Mary C. Swartz, Westley Swartz, Florence Talbott, Emma Torrance and C. M. Niswander.

**Catholic Order of Foresters, All Saints Court, No. 1639**, was founded in St. Patrick's parish, Brooklyn, Iowa, on January 19, 1911, with 27 charter members, ten of whom survive and retain their membership. Organized for benevolent, fraternal, charitable and social purposes, the lodge now has a membership of 93, including three young priests. Charter members were the Rev. James Curtin, Alfred Roth, George Hauersperger, Henry B. Kriegel, Ferdinand A. Roth, George A. Cline, John E. Gallagher, Frank Kline, Joseph H. Kriegel, Nicholas Kriegel, Nicholas Vogel, Charles J. Keefe, William R. Collum, Frank Roth, Lloyd Keller, Nicholas Kline, jr., Eugene C. Gallagher, Frank Curran, Frank Brunner, William Heitsman, sr., Daniel J. Cannon, John J. Roarty, Peter J. Kline, Joseph Reitzler, Joseph Roth, sr., William King and P. V. Gallagher.

**Cabrini Court No. 314 of the Womens Catholic Order of Foresters** was instituted and issued their charter in Brooklyn on November 16, 1947, with the following charter members: Mrs. Victor Vogel, Chief Ranger; Mrs. Tom Ryan, Vice Chief Ranger; Mrs. Joe Roth, Recording Secretary; Mrs. Emil Prusha, Financial Secretary; Mrs. Earl Kempf, Treasurer; Mrs. Fred Iezek, Trustee; Mrs. Lester Lane, Trustee; Mrs. John Steyaert, Trustee; Mrs. Raymond Noble, Senior Conductor; Miss Leota Gallagher, Junior Conductor; Mrs. John Reitzler, Inside Sentinel; Mrs. Roy Plants, Outside Sentinel; Mrs. Howard Brimmer, Mrs. Patrick Cadden, Mrs. Martin Brosnahan, Mrs. Peter DeRycke, Miss Agnes Gallagher, Mrs. Matt Hauersperger, Mrs. Charles Himschoot, Mrs. James Newman, Mrs. Ray Niner, Miss Billie Mae Niner, Miss Maxine Roth, Miss Theresa Roth, Mrs. Frank Vogel, Miss Bernadette Cline, Mrs. Joe Collum, Mrs. George Henle, Miss Louise Kline,

The object of this organization is to promote friendship, unity and true Catholic Charity among its members; friendship in assisting one another by every honorable means; unity, in associating together for mutual support in sickness and death, and in making suitable provisions for the families, parents, widowers, orphans, sisters, brothers and dependents of deceased members.

**B. B. B. Club** was organized Friday evening, October 30, 1942, at the instigation of Mrs. Grace Heath and Miss Helen Stone. Membership of the club is made up of business women of Brooklyn. There were fourteen charter members. Some of these are Grace Heath, Mrs. Frances Fawcett, Mrs. Elvira Burch, Miss Charlotte Lillie, Mrs. Marian Meredith, Mrs. Wanda Sours, Miss Helen Stone, Mrs. Maude Wasson, Mrs. Mildred Korn, Mrs. Jean Winters, Miss Jessie Campbell, Mrs. Ruth Kinnamon. Although there were only fourteen at the first meeting, there were forty-five at the next meeting and the membership has remained about the same.

**Beta Sigma Phi** group was organized in Brooklyn on May 4, 1950. Charter members of the new chapter included Marilyn Read, Mrs. Keith Osborn, Mrs. Gerald Hall, Faye Stone, Lucille Osborn, Mrs. Loren Shaw, and Mrs. William Kuntz. The group will hold one cultural and one social meeting each month. The Brooklyn chapter is titled Epsilon Gamma. The organization is an international one.

**Brooklyn Commercial Club** was organized on January 10, 1910 and has continued as a service club through the years. Members meet for six o'clock dinner each second Monday evening of the month. First officers of the club were: R. J. Breckenridge, president; Joe Karr, vice president; B. E. Dayton, secretary; Ed Grieve, treasurer.

**Brooklyn Country Club** was first organized in 1927, with approximately forty members. A fine, nine hole golf course was laid out on Coe Manatt's farm four miles east of Brooklyn. The course

was known as one of the "sportiest" ones in this part of the state. The grass greens were one of its specialties. Members enjoyed many social activities, picnics and card parties at the south side of the golf course during the summer months. In the winter the group met for card parties and enjoyed good times together. Because it became so difficult to maintain the golf course and keep a caretaker there during the late war, it became necessary to close it and disbandment took place in 1942. The first board of the Brooklyn Country Club was made up of Dr. E. J. Schmitz, president; B. Forrest Hicks, vice president; C. W. Fowler, jr., secretary and treasurer; W. W. Koons, Harold J. Reed, E. O. Ford, F. R. Talbott, Walter Uhl, J. A. Barnes.

**Brooklyn-Victor Country Club** organized in March, 1950, having 52 members, including many families and some individual memberships. The club will use the same course that the original Country Club used before 1942. The same grass greens are to be kept up. Officers of the newly re-organized club are: I. L. Nervig, president. A. J. Montgomery, secretary and treasurer. Directors are Dr. C. R. Weeber, L. L. Kinnamon, Howard Richeson, E. L. Montgomery, all of Brooklyn, and Henry Wahl of Victor.

**Civic League Club:** The Civic League Club was formed in 1924 for the purpose of beautifying the town of Brooklyn. The chairman at that time was Miss Thursia Manatt. The town was divided into divisions by streets and the membership included every public spirited woman in town. Each street or division pledged themselves to raise money for the purpose of paving the lane into the Odd Fellows cemetery. Tea parties and functions of various sorts were held in the town; one of the groups pieced a quilt that was auctioned off; others had different projects. When the money was raised, it was donated to the town to pave the lane. However, it was thought wiser to gravel the road instead of paving it. Another project of the club was that of making and maintaining the flower bed at the Rock Island depot. The club was disbanded about 1929.

**Columbian Club** was organized at the home of Mrs. Fred Fowler in January, 1892. Two years later it was voted to limit the membership to twenty-five. On April 5, 1894, the club was admitted into the membership of the Iowa State Federation of Clubs. Charter members were Mesdames Conaway, John Butts, J. Spencer, Jennie Pugh, Hocking, C. Morgan, J. H. Tucker, Sibley, Fred Fowler, J. McCosh, E. Skinner, L. Bauer, E. Benson, Charles Leonard, O. H. Leonard, B. Tucker, S. Murray, J. F. Robinson, Littlefield, F. R. Conaway, Lewis Clark, R. Davidson, Lottie Patterson, O. F. Dorrance, Charles West, L. M. Bennett, Emma Clark, Eva Rainsburg, J. Johnson, Ed Leonard, N. H. Wright, Cal Lee, Dave Talbott, E. B. Spencer, W. H. Price, C. W. Wright, John F. Scott, Jas. Manatt, A. C. Landes, Bert Hankey, Misses Dora Cummings, Margaret Cummings. This club has maintained its membership until the present time and meets every other Thursday afternoon of each month except the summer months.

**Emanon Club** was organized in 1948 by members of the Columbian Club. It became a member of the federated women's club of the state. Membership is limited to twenty. The object of the club is to create a desire to improve their culture by education. Meetings are held the second and fourth Thursdays in each month. There were sixteen charter members as follows. Miriam Andes, Myra Andrews, Dorothy Carpenter, Evalina Dale, Maxine Dieterich, Louise Downey, Frances Fawcett, Lila Foster, Helen Gross, Lillian Keedy, Ruby Keller, Helen Means, Agnes Nervig, Edna Newton, Beulah Read, and Marie Toney.



**Lions Club** was organized August 30, 1949 with the charter night banquet held October 12 of the same year. Service to the town is the purpose of the new club. The thirty-eight charter members are: Don Anthony, Rex. R. Bramer, Harley Burch, Dr. L. H. Carleton, Robert Caddock, C. V. Courtney, Warren Carpenter, Omer Goehring, Dr. L. C. Hickerson, D. W. Hubbard, L. L. Kinnamon, J. W. Lawson, Roy McCluskey, Wayne McCluskey, Paul McCormick, Reverend Martin O. McKenzie, G. J. Manatt, G. W. Manatt, Ivan Means, W. K. Miles, A. J. Montgomery, E. L. Montgomery, Irvin L. Nervig, H. E. Newton, Eldon K. Ormiston, W. M. Peterson, Chalmer Read, Howard Richeson, Glen Slagle, Gilbert Sumner, Donald E. Somers, Charles Santoro, C. H. Schwiebert, Carl Toney, J. A. Warfel, W. I. Wasson, Dr. C. R. Weeber and Forrest Read.

**Newman Study Club** was organized February 25, 1937. Eight women who were the charter members drew up the constitution and by-laws. They were Mrs. Thomas Ryan, Mrs. W. K. Miles, Mrs. Randolph R. Roudabush, Mrs. Elmer Gannon, Mrs. Howard Brimmer, Mrs. P. V. Gallagher, Mrs. Matt Hauersperger, Mrs. Emil Prusha. The object of the club is "for the mutual improvement of its members in the study of the advancement of the Catholic faith, literature, art, science, and the vital interests of the day." Meetings are held on the first and third Thursdays of each month. Membership is granted to those "in sympathy with its object."

**P. E. O., Chapter AK of Iowa** was organized in Brooklyn on August 11, 1893 at the home of Mrs. Lola Landes. Charter members were Magdaline Landes, Mrs. Lottie Patterson, Mrs. Ida Shrader, Miss Clara Spencer, Mrs. Eva Rainsburg, Miss Blanche Tucker, Mrs. I. R. Robinson and Mrs. Lola Landes. The group meets at the present time and has a limited membership.

**Sororis Club** was organized about 1893 or 1894. Little can be remembered about it, but it had a large membership and enjoyed many happy social times. One notice of a meeting in July 6, 1894 issue of the Brooklyn Chronicle described "the very pleasant picnic dinner of the Sorosis held on the Fourth (of July). There were about a hundred of the members of that society and their friends and neighbors, and they all had enough of the best to eat, and then fed some emigrants who were passing in prairie schooners." It is not remembered when the club was disbanded.

**South Side Circle** was organized in 1921. At that time the town of Brooklyn was in need of some sort of entrance markers to the Odd Fellows cemetery. It was proposed that the ladies in South Brooklyn give a sum of money toward this project. For this reason, ten women got together and gave several benefits to raise the money. They were so successful in this that they decided to remain together as a club. They have been holding social meetings since that time. The original ten women were Mrs. Frank Dunton, Mrs. Blanche Dunton, Mrs. Minnie Negus, Mrs. Zeta Newton, Mrs. Zella Kann, Mrs. Thomas Mullin, Mrs. Reese, Mrs. L. H. VanZee, Mrs. Lizzie Bell, and Mrs. Minnie Brooks.

**American Legion:** A small group of men met at Paris, France, after the close of World War I to form what is known as the American Legion. Its membership was limited to men and women who served in the armed forces during World War I. During World War II an act of Congress permitted men and women in the armed forces (at that time) to become members. The enrollment now numbers 3,500,000. The local post was chartered November 24, 1919 and was named Francis Gallagher Post, No. 294, for Francis Gallagher who died in service at Deming, New Mexico, December 24, 1917. He was the son of Mary and John Gallagher of Brooklyn. Charter mem-

bers of the Post were Roy E. Coon, H. R. Light, C. C. Ecklund, B. F. Hicks, jr., A. G. Sinclair, Pat Akery, Roy Finley, H. K. Holstrom, Daniel B. Heller, Fred E. Simeral, Jay Lowery. The first commander was H. R. Light; the first adjutant commander, C. W. Fowler, jr. Members of the Post had their meetings in the Town Hall at first. After renting several different rooms for meeting places, members made arrangements to have a permanent meeting place. In June, 1937, they purchased a building on the north side of Front Street, later, in 1945, selling it and purchasing the building which they now occupy on the south side of Front Street. In the present location it is possible to maintain a fine recreation hall which is enjoyed by many in the town beyond the actual membership of the Post. At present the post has a membership of 236. Those from Brooklyn who gave their lives for their country in World War II were Don Armstrong, Howard Bennett, Daryl E. Hall, Dale Lender, Irwin L. Mitchell, John A. (Jack) Montgomery, Howard J. Neff, Almon L. Swain, Dale Killion, Edward Roth and Harold Wenger. These boys will be remembered with reverence by all in Brooklyn.

**American Legion Auxiliary, Francis Gallagher Post, No. 294.** was organized in 1920 with a membership of thirty. They were organized for many worthwhile reasons among which are the rehabilitation of veterans, child welfare, and veteran's hospitals. At present time there is a membership of 117. The charter members were Mary Gallagher, Margaret Gallagher, Rose Gannon, Jennie Carpenter, Ethel Waestman, Ella Light, Bertha Gates, Grace Latta, Lillian Sinclair, Helen Akery, Mary Richman Swartz, Mayme Thierman, Alta McCluskey, Mildred Breckenridge, Beatrice Ferneau Keeney, Lily Hicks, Grace Hicks Fowler, Helen Latta Ecklund, Florence Light, Lisle McIlrath, Florence Tyler, Emma McAninch, Ella Berger, Dorothy Latta Harris, Alice Beers, Ethel Quinlan, Maude Driggs, Mary Fowler, Ardella Carpenter, Lolita Ormiston Wheeler, Kate Ormiston, Mozelle Ormiston, Ramona Montgomery, Hulda Ecklund, Mabel Simeral, Neola Kroskup, Julia Ryan.

**Grand Army of the Republic:** The John T. Drake Post 321 of the Grand Army of the Republic was formed in Brooklyn on May 19, 1884 with twenty-three charter members. The following names of the charter members were written in by the original members themselves and the writing is growing faint, but still quite legible. Others were added to the list later. But at the formation of the post the following twenty-three were the only ones listed: "Cap" George Phillips, William Cummings, N. Burrus, L. M. Bennett, L. Butterfield, G. W. Parker, M. S. Cuning, David Byers, J. T. Krouskop, L. J. Owens, T. Smith, William T. Gregory, A. J. McLaughlin, W. F. Wiley, J. H. Wood, I. N. Busby, E. S. Ricker, W. M. Johnson, William Hankey, J. B. Henion, Joseph Adams, John Capehart, Warren Martin, N. Bracey, S. L. Neff, and George Billick. At first the members of the Post had no special room in which to hold their meetings, but later they met in the A. Mustapha building, which became known as the G. A. R. Hall, and still later as the Modern Woodman Hall. It stood in the place north of the present United Food Market.

The G. A. R. was well known for the assistance the members gave to its needy, and the wholehearted support of the Memorial Day programs held each year. According to a news item in 1886 "It was estimated there were 2,000 people and 500 carriages in the parade (Memorial Day from town to Odd Fellows cemetery) and there were at least 3,000 people left in town. Some say there were 9,000 present." The Memorial Day parade in those days included most of the Brooklyn grade school children as well as the veterans

of the Civil and Spanish-American Wars and the WRC ladies. They met at "Snyder's Corner" where they formed into lines, marching two by two. Usually, the plans for the "Big Day" were very exciting and it was the occasion for many a new white dress for the young feminine members of the parading groups.

The children carried wreaths for the soldiers graves. These wreaths had been made in advance by the faithful members of the Woman's Relief Corps. One of today's matrons who was a child at the time, recalls the thrill that was occasioned when J. A. Bever rode up to the head of the parade and his "big black horse charged up and down" as the marchers waited for everyone to assemble. Mr. Bever was dressed in his army uniform, which was very colorful and added to the impressiveness of the activities. The town band added to the thrill of the event with their martial music. In the past several years the parade, which now is sponsored by the members of the American Legion who are taking the place of the G. A. R.'s, has formed at the south side of the school where members of the several units of the Armed Forces from World War I and II hold flag raising ceremonies. The parade, made up of Girl Scouts and Boy Scouts as well as veterans of the wars and their auxiliaries and the High school band and others form into their groups and start the march to the cemetery. At the cemetery the ceremonies have been much the same through the years with a gun salute to the comrades who have passed away, recitations, prayer, the speaker of the day, and taps. It may seem a little irrelevant at this serious point to remember the impressions of one small girl who herself is a mother today. However, she remembers that one of the highlights of Memorial Day for her, as for most of the younger generation, was the fact that it also was the day that "Tet" Neff started making ice cream for the summer. The natural progression for the children was the return to town, winding up at Neff's for their first ice cream cone of the season. Many social functions were held by the members of the G. A. R. Post and many who were children then remember the annual turkey dinners which were held for members and their families on New Year's Day. As the comrades passed away, one by one, the group grew smaller until finally the G. A. R. passed into no-existence in Brooklyn about 1930.

**W. R. C.:** The Women's Relief Corps was the auxiliary to the Grand Army of the Republic. It was organized in Brooklyn on May 23, 1885 with eighteen charter members as follows: Myra E. Hanky, Susan J. Cummings, Mary E. Wood, Millie R. Parker, Fannie A. Dorrance, Elizabeth J. Eaton, Grace Neff, Elouisa Byers, Susan Henion, Jane Snyder, Harriet Smith, Lydia Maddy, Malinda Krouskop, Nancy E. Robinson, Lydia Ann Smith, Eliza C. Odell, Azubia Zimmers and Amanda Howard. The members of the W. R. C. were very active in child welfare work, and other community projects. They always met and made the wreaths and bouquets for the graves of their former comrades and sisters. On Memorial Day, rain or shine, these older ladies were seen in the Odd Fellows Cemetery decorating the graves. There is only one charter member left at this time. She is Mrs. Grace Neff Wertz, sister of "Tet" Neff and is living in California. The W. R. C. disbanded in October 1948.

**The Brooklyn Veteran's Union:** Organized June 30, 1877 had an enrollment in 1880 of 98, representing 85 different army organizations. They met every first Tuesday afternoon in the months of February, May, August and November. There were some of those, "who wore the gray" enrolled also. The requirements for membership in the order were that they should have faithfully served their country



in the capacity of soldiers, sailors or marines, and to have been honorably discharged. The object was to perpetuate the memory of the dead and "to extend needful aid to the widows and orphans of the dead." Members of the northern army were primarily the organizers of the union, but if there were those who wore "the gray" and subscribed to the objects of the union, they, too, were welcome. A large soldier's monument, which dominates the center part of the Odd Fellow's Cemetery, was erected in 1882. It bears the following inscription: "Erected to the memory of our fallen comrades, who died on land and sea, to sustain the old Flag: 1861-1865, by the Brooklyn Veteran Union." There is an inscription on each side of the monument to represent the four major battles in which the men from Brooklyn were engaged in the Civil War and in which they lost their lives. These battles were Vicksburg, Shiloh, Richmond and Nashville.

**Camp Fire Girls:** The first group of Camp Fire Girls in Brooklyn was organized in 1915 and was titled the Twin Creeks Troop. These sixteen girls were charter members: Frances Busby Martin, Lolita Ormiston Wheeler, Agnes Bunn Clemens, Louine Eastman Montgomery, Mary Coon Menefee, Dorothy Latta Harris, Anne Akery Bonebrake, Mamie Lowery Bramer, Myrtle Roberts Cupley, Helen Reed Toomey, Ramona Scott Montgomery, Marie Holstrom Halterman, Dorothy Anger Ferguson, Louise Barnes Armstrong, Mary McConnell Newton and Winifred Cummings. Their leader was Miss Dorothy Koons. There was one more troop following this first one. The organization has ceased to function in Brooklyn in the past years.

**Girl Scouts of America:** The first troop of Girl Scouts to be organized in Brooklyn was formed in the year 1919 with the name, Clover Leaf. Eight girls made up the charter membership of the group and their leader was Mrs. Ed Grieve. The eight charter members were: Mary Talbott Sampson, Grace Neff, Nina Stone McLain, Eloida Manatt Cronk, Blanche Williams Soderquist, Thursia Vanderwal Anderson, Vera Anger Schwiebert and Neva Montgomery. Although this was the first troop to be organized in Brooklyn, there have been other troops following through the years to the present time. In 1950 there are about sixty members of the Girl Scout organization in Brooklyn.

**Boy Scouts of America:** The first troop was organized in May 1912 with Reverend G. Douglas Serrill as Scout Master. The Boy Scout organization has continued to grow and function in Brooklyn from that time until the present. Besides the Boy Scouts there is a fine representation of the new national movement of Cub Scouts. An incomplete list of the charter members of the first Boy Scout troop is: Tom Ryan, Paul Ryan, Robert Breckenridge, Dean Gates, Forrest Hicks, Harold Reed, Clarence Rayburn, Leon Howard, Wallace Davidson, Clarence Ecklund.

Every attempt has been made to secure the dates of organization, lists of charter members and purposes of all clubs that may have existed since the beginning of Brooklyn. This has been a difficult thing to do and it is more than probable that some may not have been reported to the committee in charge. If this is the case, we wish to express our regrets.

## SECTION TEN — Modern Improvements

It was a real achievement for the early settlers of the new town of Brooklyn to be able to boast of their own homes, several churches where they could worship according to their faith, and a school where their children could secure the common branches of learning of the time. Business establishments were constructed and real enterprise, backed by vision and courage, was making this settlement one of the best in the county. But no amount of vision and courage and enterprise could continue to rebuild time after time with the terrible hazard of fire always ready to wipe out in a few hours what had taken years to build. The business men and many in the country around the town realized that it wasn't wise to continue to build without providing adequate protection for their works. So, after the fire of 1886 the town council met in January, 1894, and it was decided to put the issue of city water works to a vote. Previous to this time each building in town, business and residential, was dependent entirely on their own wells and cisterns for their water supply and the pioneer type sewage disposal. At the subsequent election the measure carried by a large margin. The town was bonded for \$8,000 to be used to build a waterworks. Work was started as soon as possible. Wells were driven, the first one a depth of 215 feet, on the site of what is today known as the "old pump-house" west halfway in the first block from Jackson Street and lying between Pershing Drive and Des Moines Streets. The pieces of ground just back of the Methodist parsonage was determined to be the highest point in town and here the water tower and tank was erected. This tower, is twenty feet in diameter and sixty-five feet in height and the tank twenty-four feet in height, having a capacity of 1,400 barrels of water. This tower and tank cost \$3,000 for the construction. The water mains of sizes 8, 6 and 4 were laid a section at a time until in 1911 it was estimated that there were about four miles of them. There were also twenty-one fire hydrants. In 1911 a second well was drilled to a depth of 203 feet, having an eight inch bore the entire length. The whole pipe was cased to the bottom of the well. The water was found to be pure and to have excellent taste. The power house was a substantial structure housing the cylinder pumps, furnaces and boilers required to provide the pressure of water for the town. The total cost of this entire plant was \$10,000 at that time. It would cost many times more this amount were it to be replaced today. Additional wells have been bored from time to time until at present there are many of them in various parts of town. At first there was no town plan for providing running water or sewage disposal for the town, as the water tower was built only for fire protection. Each residence had its own cistern or deep well. The business district was provided with the same conveniences. One of Brooklyn's present professional men recalls the good, cold water that could be pumped from the well in front of "Bill Butts' Store" on Jackson Street. There also was a watering trough for the horses and many a thirsty "old dobbin" was given water that was pumped from the old well.

From time to time individuals were allowed to attach their own pipes to run the water into their homes from the town pipes carrying water to the fire hydrants. Each resident had to pay for his own pipe and the labor of attaching. By 1903 there were some homes having running city water, but it wasn't until the streets were dug up for paving that the water pipes to provide running water for residences were laid finally in the summer of 1919. Today

there are still some homes on the edge of town which do not have water piped into the house. In 1947 a water softener was installed on the south side of the railroad tracks where the newest city wells were bored. After the initial discomfort of becoming accustomed to the taste of the new water, the townspeople are agreed that the water today is good tasting and that it is easier to use for household purposes. Certainly we are assured it is pure. As has been mentioned in connection with the fire of 1894, in which almost the entire business district was wiped out, the city waterworks was within days of being ready for use. This unfortunate lapse of time could have been the difference between losing or saving the town at that time. The decision to put the sewers in was reached on August 10, 1915. Probably this decision had to be made because of the agitation for paved streets that was already one of considerable moment.

Evidently the "city fathers" had made their plans for Brooklyn as long-time ones, as the paving was started on April 16, 1919. Many recall the great inconveniences of that summer as all of the still existing paving in the town was laid in that summer. Many a matron, who was a small girl at the time remembers the ire of her mother occasioned by the muddy tracks from the upheaval of all the streets. Cement crossing had been put in from time to time for years before this, as the town got enough money for them. One story teller remembers that the round house for engines on the railroad at that time, provided Brooklyn with her share of "drifters and loafers." At times when one of these would become hilarious enough to be arrested it is recalled that he was fined the exact amount that it would cost the town to put in a cement crossing. By 1911 there were at least eight miles of cement sidewalks. Most of these were laid by individual home owners to replace the old wooden ones, as the latter were declared to be unsafe. Small children of that time greeted the new walks with almost as much happiness as their elders. For years they had been dropping their pennies through the cracks in the wooden walks and sometimes several sticks of gum, chewed and stuck on the end of a stick, could not get the coin up through the crack. One matron of today recalls that "we children sometimes had to go several blocks from home to reach a cement sidewalk on which to roller skate." By 1903 or 1904, it is said, most of the main sidewalks were laid, all business firms had them.

The organization of the fire department and its subsequent history and the description of the fire apparatus has been discussed in the section dealing with the "big fires" of the town.

The Brooklyn Town Hall, the second floor of which is used for the office of the mayor, for voting places at all town elections and for a place for the band to practice and for other services, was built in 1911. For a time the city library was housed on this floor. The library, which was inaugurated by the Young People's Christian Union, made up of young people of all the churches in the town, was started in 1910. It is said to have been continued by this organization until about 1917. On January 11 of this year the members of the Columbian Club passed a motion to take over the library and to continue its upkeep and resources from their membership. Miss Gertrude Newkirk, with several assistants has been librarian from the inception of the library organization to the present. For many years she donated her services. In April 1944 the town voted to take over the library and to maintain it as a town project with a library board of five selected by the town council for a term of six years each. It was moved in this year from the City Hall to the present location on Jackson Street. At present there are 3,384 books in



the library with a circulation of 9,166 in 1949. The lower floor of the City Hall is occupied by the fire department and houses the several pieces of up-to-date apparatus that is now owned by the town.

As we think of the early days and the proposals for improvements in our town, or any town, the whole agitation is apt to take on a romantic color as we view it in retrospect. But at the time of the agitation itself, the disputes were very heated, there were many sides to the questions that lay so close to the hearts and pocket-books of the people at that time. It was that way after the fire of 1894. Until this time homes and places of business were lighted with kerosene lamps, or "coal oil" as it was commonly called. Even the streets were illuminated with the old kerosene lamps mounted on lamp posts. One, who was a child in those days of the kerosene street lamps, recalls how the children, always interested, always curious, would gather around Brooklyn's "old lamp lighter" Jim Ballantyne or Wes McAninch. He could be heard clattering up the street from the last light. His little cart held all the equipment for cleaning the glass of the lantern, which he took off the post and set on the ground. When the glass was clean, the lamp filled with kerosene, the wick trimmed, he lighted it and replaced it on the pole. Sometimes there were some that didn't need cleaning and trimming. These were not removed from the post, but were lighted with the long tallow taper. As the lights began softly to glow down the street, the children were warned that curfew time was nearing. Reluctantly, those who lived on Des Moines Street, across from Fili-kin's nursery which occupied almost the whole south side of the street, put their old "burro" into the barn. Old burro was tired after carrying the many children around all evening. There were a few games of "run sheep run" and hide and seek. The nine o'clock bell in the jail of the old town hall then standing on the lot west of where the present light plant is, would ring out the hour of curfew. Children scurried to their homes. The old street lamps, lighted a few hours before were extinguished, and the town retired for the night. On moonlight nights the lamps were not lighted, as there was enough light for pedestrians and the horses and carriages to see where they were going without artificial illumination.

The new buildings on Jackson and Front Streets were nearing completion in the spring of 1887, following the disastrous fire of the previous year. Although many business men felt that the kerosene lights being used then were adequate and were against the installation of a central lighting system, there were some others that felt the need of progress in Brooklyn to keep in step with that in the world at large. That there was considerable agitation at this time about this lighting system is evinced by an editorial in the Brooklyn Chronicle for April 22, 1887. It was titled, GAS OR ELECTRIC LIGHT and read as follows: "The time has come when the business men must decide whether they want gas or electric light. Col. King is receiving estimates for lighting his own buildings and will give business men the privilege of joining him if they so desire. If enough go into this scheme he will establish here an electric light plant. If he fails in this he will put in gas. Electric light is more expensive for a few buildings. Our business men never had and we believe never will have a better opportunity for establishing an electric light plant. A little encouragement and some money can get it. Now is the time to come to the front. This opportunity will not last long. What is done must be done at once. The steam apparatus is already assured. A steam boiler will be put in large enough to heat the whole town if necessary. . . . In the long run it will be more expensive than kerosene yet will be a mighty sight better. This is an

enterprise which our people cannot afford to let go....In thirty days the Front Street buildings will be ready for occupancy. This matter must be settled before that time. Have our business men get up to them that is required of them just now. It will take a little nerve, but unless we've got it we might as well shut up shop, turn the town over to a syndicate for a calf ranch and move out to some dead town that is expecting every day to hear the trumpet sound that will call them into space, if we allow such enterprises to pass." Such a story as this in the paper must have caused an uproar. We don't know much of what went on at that time. No one seems to be able to explain another short item that was in the Chronicle three years later. That electric lights were not installed in the businesses of town we know. But on May 16, 1890 the following item appeared: "Charles West's department store will be opened Saturday in the room west of the postoffice. Electric lights with other illuminations and decorations will make the grand opening a scene worth looking at." A few months later, in the Brooklyn Chronicle for October 21, 1887, another item regarding the new high school room in the then new brick school building, just completed, appeared as follows: "The room is one of the most commodious in the town, being lighted by six electric lamps and heated by a furnace, a more desirable room could not be found."

No one seems to be able to explain these allusions to "electric lights" at that time. Probably they were small individual plants. It is a matter of fact that the proposed plan for the electric plant was abandoned at that time. A description of the plant that was installed a few years later was found in the History of Poweshiek County for 1911 and reads as follows: "The streets, business houses, residences and public buildings of Brooklyn are lighted by gas, made from gasoline (high test). The manufactory was built in 1903 by the Brooklyn Lighting and Heating Company, a corporation made up largely of residents of the place. The power plant is in the water works building. The plant is proving a profitable investment. It has in the street service fifty-two lamps, with incandescent burners attached. There are now extended over the city about five miles of mains and the service, both public and private, meets the approval of all." With the introduction of the new gas lights, it still was necessary for the town to employ a lamp lighter. He was Hiram Frease. He had the task of going around each evening with his cart and ladder to reach up high overhead and turn on the gas jet with the long handled lighter that also had the long yellow tallow taper for lighting the white mantle jets. This form of illumination was used by business buildings and private residences until sometime about 1914. It was about this time that the Iowa Southern Utilities Company put up its light poles into the town and strung the wires that were to give electric lights to Brooklyn. A vote must have been taken as the old gas plant was discontinued and almost without exception the buildings of town, public and private, were wired for electricity. This must have been an exciting and romantic time. "Tet" Neff remembers that when the lights first were turned on in the business district, his bakery was used as an experiment and he recalls the thrill it gave him to see his new lights go on for the first time. A young Brooklyn matron, who was a child at the time, recalls the great thrill of that first evening when the electric juice was turned on. Before the master switch for the town was turned all members of her family went from room to room in the house turning on every switch. They then went across the street to wait for the great moment. She will never forget the wonder of seeing their home, from basement to attic, burst into light at one time,

almost "like fairyland." The Iowa Southern Utilities Company served the town until noon of December 3, 1940, when employees of the Brooklyn Municipal Light Plant turned its master switches and locally manufactured electricity was at last available for all heating and lighting. Rural areas were not electrified until sometime in 1936 when a start was made with the creation of the Rural Electrification Administration by the federal government. Today, farmers are in some instances better equipped with electric appliances than their city brothers. It is hard to believe that so much has happened in less than fifty years when most of the conveniences that we take as a matter of course, were unheard of.

Much of the romance centered around the progress of the lighting systems of the town, can be duplicated in that of the installation and improvements woven around the first telephones. Legends about the "first" telephones seem to simmer down to two different ones. Some say that John C. Ballantyne, who had a drug store in the building now occupied by the Poweshiek County Savings Bank, strung a telephone line from his business to his home on the corner just south of the southwest corner of Landes Park. In this way it was possible for him to communicate with Mrs. Ballantyne who was not well. Others claim that the first telephone line was installed a little before March 21, 1878. According to the issue of the local newspaper of that date the exciting story goes like this: "THE TELEPHONE AT BROOKLYN. It works like a charm. As stated in a short paragraph, last week, Brooklyn has a telephone, a veritable talking machine. Prof. Carpenter, of Indianola, brought down the bells and telephone tubes last Thursday, and till a late hour Thursday night, he with several others, were engaged in getting the thing in working order. The wires were already stretched, and all that was necessary, was to attach the telephones and bells. This was done and after some little delay, in getting them into working order, communication was secured between the office, and the residence of Dr. John Conaway, a distance of over a mile. When all was ready, the bell was rung and 'Hello, Dan' came up to the office in the clearly distinguished voice of Prof. Carpenter. The challenge was answered, and a lively conversation took place, for quite a while, to the mutual amusement, and pleasure of the parties at both ends of the wire. Soon the experiments took on a comical phase, and several comical songs were exchanged, and as distinctly understood, as though both parties had occupied the same room. The Professor then sang 'Praise God, from whom all blessings flow' etc., which was clearly heard, and his voice easily recognized. The Professor went away on Friday, feeling well satisfied with the results. On Tuesday night quite a little party assembled at the Doctor's office, and more conversation was had, and songs sung, to the perfect satisfaction of all present. The violin, and some other instruments were played upon, and the music was transmitted perfectly. The working of the machine is almost perfection, and it stands out, as one of the greatest wonders of the age." This first telephone line was about one mile in length. It is said that William Butts, a life long citizen of Brooklyn, was one of the first to talk on this line. In 1900 the first telephone switchboard was installed in the Jake Snyder store on the corner of Des Moines and Mill Streets. In the same year the first rural line was installed to the Dr. I. N. Busby residence, north of town. By 1902 the first rural lines south of town were built by Walter Fraser and Joe Niswander. In 1903 the town had gradually moved southward and since most of the businesses were located on Jackson and Front Streets the telephone switchboard was moved to the R. J. Breckenridge Store. A short time



later in 1903 the switchboard again was moved. This time it was installed in the upstairs rooms of the William Richman store in the building south of the Broadway Opera House. In this same year the first full time operator, Mrs. Joe Watkins, was hired. Mr. Watkins was engaged at the same time to keep the telephone wires in good repair. Margaret Keete also went into service at this time. At the time of the move in 1903 the operators still stood up to operate the board. The telephone patrons, in their desire to make working conditions more comfortable, took up a collection to buy a chair for their operator. This was greatly appreciated. Through the years there have been loyal, faithful and pleasant telephone operators. The writer expresses the gratitude of the townspeople to them. Mrs. Hazel Warfel has had the longest term as operator, having served the town faithfully for thirty-one years. In 1917 there were 350 town subscribers and 343 in the rural districts. At present there are approximately 900 subscribers, town and country.

Until 1917 the subscribers were responsible for the purchase of their own lines and instruments. They also were responsible for installing their own telephones. However, on September 16, 1917, subscribers met and organized the Brooklyn Mutual Telephone Company with the conditions that it be a non-profit organization. Money was to be collected to buy telephones and the rates charged were to help pay for the upkeep of the lines, and to keep the instruments in good working order. The then existing telephone lines and telephones were appraised. If they met the \$25.00 appraisal value the patron was given a share of stock in the company valued at \$25.00. If the instrument was not worth being appraised at \$25, the customer was asked to pay the difference to the company and then was issued a \$25.00 share of stock. If the customer did not wish to sign up for the new telephone, he was charged a higher rate for telephone service.

In 1936 the telephone company started the plan of rebuilding the entire pole and wire system. Ten years later a common battery switchboard was installed but only North Brooklyn was transferred to this. During the past year, 1950, the South Brooklyn telephones were transferred to the common battery. At the time of the organization of The Brooklyn Mutual Telephone Company the following men were the first board of directors: William Frizzell, president; J. E. Talbott, secretary; and N. N. Spillett has been the manager for nineteen years.

In the 1920's when the first crystal radio "sets" were introduced onto the markets of the country, local citizens were very interested. As in the case of all other improvements and advancements, Brooklyn people were not far behind the world market. Soon there were a few of these small "sets" which needed individual ear-phones for each listener. The larger radio sets, with their separate loud speakers, followed in order. Later the sets with their built in speakers and many controls were taken as a matter of course in our town as they were in the country at large.

The town of Brooklyn seems to have been destined to be a center for the distribution of butter since its early days. Probably its central location in the county, and the fact that it is built on the main line of the Rock Island Railroad, making shipping easier, have been instrumental factors in the plans for building and maintaining a creamery. On May 19, 1881, it is noted in the Brooklyn Chronicle that "creamerymen Messers Crookshank and Hatch, have been here for the last ten days, the delay in the arrival of their machinery hindering their work." The story goes, "The Creamery will be located in the basement of Mr. Crookshank's store where

it can be operated on a scale large enough to make up what milk they will receive. The creamery business here will be a new enterprise and must be introduced."

It is not recalled how long this new enterprise continued, but in about 1890 a creamery was built at the extreme north end of Jackson Street and was operated by Allen Talbott and E. O. Spencer. No one remembers how long this creamery operated, but it is probably continued into the late 1890's. On May 16, 1890 the Brooklyn Chronicle announced, "The Chicago refrigerator cars for butter leave Brooklyn on Mondays and Thursdays. Butter for shipment must be delivered at the station by 11 o'clock." Of course, at that time, there were many farm women churning their own butter and when they had any left from their own use, they brought it to sell in local grocery stores and the stores in turn, sold the excess butter they had left over to be shipped out of town. Another note from the newspaper shows that butter was selling for six cents a pound at that time. One wonders if the controversy between the producers of butter and the butter substitutes had its beginning in the 1890's. A paragraph in the Brooklyn Chronicle, dated March 9, 1894, reads as follows: "People have the right to buy and sell any article of food, but when they color bogus butter to make it look like cow butter they do it to deceive, and they do deceive. Tallow from the steer, horse, sheep or goat, mixed with a greater or less per cent of cow butter, is not worth the price of cow butter and nobody would pay as much for it if it is colored yellow and put on the table it deceives people...."

Nothing further is recorded about the creamery business in Brooklyn until it is noted that, on May 29, 1911, the deed was transferred to the Brooklyn Creamery Company where the present creamery now is located. The business was started there on June 16, 1911. That building burned in 1916 and the present building erected. The business was conducted under the name of Brooklyn Creamery Company until 1928. At this time it was reorganized under the name of the Brooklyn Co-operative Creamery Association. W. I. Wasson has been the manager of the creamery from 1928, the position which he still holds at the present time. At present Percy Ostrom is the buttermaker, Kenneth Coburn, plant manager, and five others employed in the plant at this time, making a total of ten. In the first nine months of 1928, there were 300,000 pounds of butter made. Butter prices have varied from 21 cents to 88 cents per pound during this period. At present 20,000 pounds of butter, or approximately a railroad carload is shipped out of Brooklyn each week. The local creamery is proud of its enviable record of having almost perfectly pure butter. The test is well over 95 per cent at all times.

A group of leading farmers met on February 2, 1918 to organize the Poweshiek County Farm Bureau. At this time Mr. J. F. Eves was elected county agent. The organization was started for the purpose of helping farmers secure good seed corn and wheat, due to the scarcity at that time because of World War I. After some discussion as to the most advantageous place to locate the Farm Bureau office it finally was moved to Brooklyn late in the year 1923 to the same quarters it occupies at the present. At this time Mr. W. A. Geiger was the County Agent and made his home in Brooklyn. In 1919 4-H clubs were organized in the county with the organization finally effected by 1921. Poweshiek County claims the outstanding honor of being the first county in the United States to have a 4-H Girls' Club committee. This was organized in 1920. The county also claims to have had the first leader of a 4-H Girl's Club in the State of Iowa. In connection with the Farm Bureau the Poweshiek County

Men's Chanters Group was organized in 1935 and was active for two years. In the year 1937 the Rural Women's Chorus was organized and still is active at this time, having placed high in a number of contests in the past several years. In 1935 a rural youth group was organized in Poweshiek County. It is known as the Junior Farm Bureau and is made up of members who are too old for the 4-H clubs. Harold Miller assumed his duties as county agent in 1936. Loren Brown, present County Agent, took over the responsibilities of the office at the time of the sudden death of Mr. Miller. He makes his home in Brooklyn. At present, Mildred Tramel is the home demonstration agent; Don McIntyre is field man; Clarence Castle, general insurance agent and four office workers at present.

The Rural Electrification Administration, having its beginning in the county in 1939, employs eighteen people at the present and has its offices in Brooklyn, with Irvin Nervig as its manager.

The Federal Soil Conservation Service also operates in the county with Brooklyn as headquarters and Morton James, director.

Another business, which has been a source of income to about twenty families of the town is the County Shop, as it is known. It is situated on the corner south of town where Highway 6 turns east. Started in August 1936, and finished the following year, it services five townships, Madison, Scott, Bear Creek, Jefferson and Warren. It was built as the result of a federal grant. In the summer of 1949 members of the Columbian club donated a roadside park to the town and it is situated on the corner of the highway east of town and just at the north side of the County Shop. This is a beautiful corner and should prove to be a cheerful place for passing motorists to stop and have their picnic lunches as there is an outdoor fire-place and picnic tables and benches.

Landes Park, a source of pride to the town of Brooklyn, has been a favorite place for family reunions and all group gatherings since its dedication in 1923. It was a gift to the people of Brooklyn from Dr. and Mrs. A. C. Landes "as a token of their love for their home town" according to the inscription on the stone in the southwest corner of the park.

By about 1938 the town fathers realized that the streets of the business district were not ample for the parking of all cars that were driven to town for the shopping hours. They, therefore, purchased the corner lot at the east end of Front Street, bordering on Highway 6, and surfaced it with crushed rock. At a later date, after it was used for a parking lot for several years, the town sold the corner to a private concern. It then became necessary to provide another lot for the service of the farmers and visitors to town. The lots north of Front Street and west of Jackson Street, running north to Highway 6 were purchased in 1947 and were surfaced with crushed rock. Powerful electric lights on tall poles illumine the lot and make it an ideal place for all town parking as it is close to the stores and easily accessible to Front and Jackson Streets and the highway.

In the summer of 1949 the members of the Commercial Club voted to build a large sign, 8 feet high and 24 feet long at each entrance to Brooklyn. These are illuminated by Scotch lighting so that they show up at night and welcome the through travelers as well as the home folks who go through town. A contest was held to determine the greeting of welcome to be placed on the sign and after careful consideration it was decided to use:

WELCOME TO BROOKLYN  
LARGE ENOUGH TO SERVE YOU  
SMALL ENOUGH TO KNOW YOU



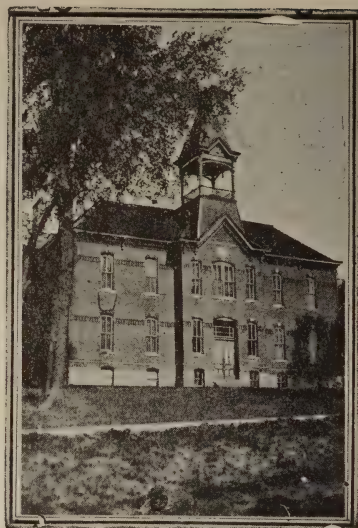
As early as many of the middlewestern cities, Brooklyn had her first television sets in the fall of 1949. These were owned and installed in the Lawrence and Raymond Foster Radio and Electrical Supply Store in the business district and the second one in the home of Lawrence Foster. The station broadcasting in this area at that time was WOC-TV in Davenport, Iowa. Since that first station several months ago the one at Iowa State College in Ames has started to broadcast.

Brooklyn may be only a small town, but the area she covers and the number of citizens she claims as her own are no indication of the size of the dreams and aspirations that always have been woven into the warp and woof of her inception and buildings through the years. To those who always have lived in Brooklyn are added those who have come here from other places to make their homes. Both have found Brooklyn the finest small town in the middle west of the United States of America.

## EARLY BROOKLYN SCHOOLS



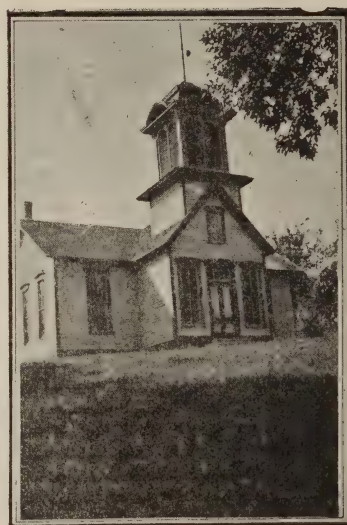
Original School Built in 1858



First Brick School — 1883



Brooklyn School Built in 1867

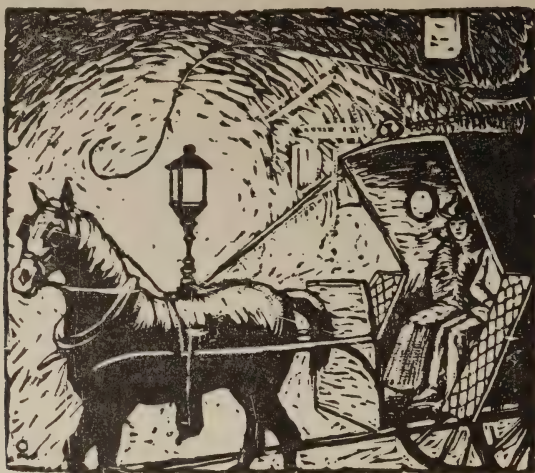


South Side School — 1870

## **SPONSOR'S SECTION**

The many features of Centennial Week as well as the very low cost of this book are made possible by the generous patronage of the Brooklyn business and professional men. Your attention is directed to their messages which appear in this section.





The story of electric service is a story of a forward-looking, pioneering spirit that has not yet reached the end of the frontier. Today scientists and engineers are trying to find new ways in which electric power can serve you. In a few years, many new services will be done for you quickly, quietly, safely and economically.

That same pioneering spirit which has marked Brooklyn people through the century, nearly ten years ago prompted establishment of this municipally-owned electric plant - - an institution dedicated to producing more and better electric service for you tomorrow.

# BROOKLYN MUNICIPAL ELECTRIC PLANT

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## Just an Infant, and in 96 Years WE'LL BE 100 YEARS OLD

Yes, just an infant, but we're growing by leaps and bounds. We've set our goal to reach a top position in the building materials field, earned and deserved through honest values.

To that end, it is our firm policy: To bring our customers the best in lumber, building materials, coal and paint. To give true values at all times. To give every customer efficient, courteous service. To make the watchword of our business principles.....  
**QUALITY, SERVICE and SATISFACTION.**

## D. W. HUBBARD LUMBER CO.

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## **Thanks For A Part In A Great Story!**

Before the turn of the century, Standard's horse-drawn tank wagons labored over many roads and bumpy streets, bringing vital supplies of kerosene and axle grease both to city and farm.

The years have wrought many changes until today your Standard service station stands equipped to supply all your motoring needs. This station is operated by men fitted, not only by experience but also by training in Standard Oil Dealer schools, to give you the service your car requires and that you enjoy.

### **RICHMAN STANDARD SERVICE**

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## **TOWNS GROW Where Service Is Offered**

Pioneers saw in the tiny settlement between the two Bear Creeks an ideal center for trade. The Brooklyn of today was the result.

The town has grown as a result of service rendered to the surrounding community. And that's the reason for our existence today.

As livestock marketing methods changed with the times, there came a demand for a conveniently located yard, close to the producers. We have met that demand, and are here to help the stock producers with all his marketing problems.

### **Robeson & Buchenau**

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# Nothing Then and Nothing Now Can Beat **GOOD FOOD** Well Prepared and Quickly Served

Mother would never think of taking the family out to dinner in the old days. It was her job to cook three (or more) square meals a day. It was her job, and it was expected.

Now days, with most folks, they plan to eat out. Often to give Mother a rest, to provide the family with a meal that is delicious, yet inexpensive. Our menus provide a wide selection of quality foods, expertly prepared and served as you like them.

We extend to you a cordial invitation to dine with us often.

## **DUTCH INN**

"PICK OF THE TOWN"

Mike and Madeline Courtney

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# **The PIONEER Virtues Live On In BROOKLYN**

Our forefathers, united in the common task of carving Brooklyn from a wilderness, had few tools with which to work. A mutual interest, co-operation and the will to do an honest day's work were the proper virtues which helped them overcome mighty obstacles.

Today that pioneer spirit lives on in Brooklyn. Our people have a common interest in the welfare of their community. To them, a business or a job means a lot - - - it's a future - - - A future they are willing to work for.

While the Brooklyn spirit lives, Brooklyn will go forward. Proudly we salute our wonderful town and its progress-minded citizens.

## **SAM WERNER**

**REAL ESTATE**

**General Auctioneer**

**Farm Loans**

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## **One Hundred Years Ago!**

One hundred years ago the pioneers never dreamed of 100 bushels of corn per acre, they never dreamed of a modern tractor with Goodyear rubber tires, eliminating livestock for pulling farm implements; they never dreamed of automobiles and trucks replacing the old ox teams and the stage coaches that followed.

Our Goodyear Service Store is something entirely different from the old general store our forefathers used to patronize. Now you trade at this modern store which handles a complete line of appliances and other home necessities, automobile accessories, paint, and, of course, the famous Goodyear line of tires and tubes for your tractor, truck or car.

During Centennial Week, or any week in the year, you are welcome to look around.

## **Means Service Store**

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We've never had to service a gas buggy such as the one pictured, but we'll bet it could really step out and go with a tank full of Phillips gasoline.

More and more modern car owners are looking to Phillips for the tops in petroleum products — gasoline, oils and greases. And here, too, you get the best in service. A trial will convince of all-around superiority.

## **E. L. MONTGOMERY**

**PHILLIPS SERVICE STATION**

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## **EATING OUT WASN'T SO POPULAR IN THE OLD DAYS OF BROOKLYN**

.. They called those the "Good Old Days", and no doubt they were, but when it came to food they had nothing on the present. During the winter months fresh fruits and vegetables were unthought of. To have eaten oysters in a month without an "R" would have been considered suicide.

But the preparation and serving of food was then, and is now, an art. It is an art in which we specialize, so that our business is growing daily. Whether you want a breakfast, dinner or supper, or a light lunch in between, you will find this a good place to come. Treat yourself and your family by bringing them here for Good, Home-Cooked Food, Excellently Served.

## **MAID-RITE CAFE**

**BUD and FERNE SAYLOR**

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## What Wouldn't He Have Given For A John Deere Tractor

Ox teams, perhaps a horse, and, if fortunate, an old wooden plow was the equipment of this pioneer and his family when they settled around Brooklyn 100 years ago. Yet, by hard work and determination this pioneer made a wilderness into the Garden Spot of the World. He broke up the prairie that is now Iowa's fertile farms.

That ox team and wooden plow are now but memories of a distant past. The modern farmer of today does in a day with his tractor and other modern equipment more work than the pioneers did in a week, and with far less effort. In our many years serving the farmers of this community, we are glad to have helped provide them with tools to lighten their work and point the way to a better way of life.

# F. T. ORR

John Deere Agricultural Implements

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# Heritage Of Hotel Hospitality

We, here at Hotel Brooklyn, put a generous measure of "heart" that friendly warmth, into our greetings to Centennial visitors.

Here in Brooklyn, hospitality is a tradition rooted deep in the past . . . when the town was on the old stagecoach route, before the arrival of the railroad.

We are proud of our part in maintaining this heritage as we have grown with Brooklyn. We look forward with confidence to even greater service in the future.

## HOTEL BROOKLYN

BOB and VIVIEN LAWSON

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# CENTENNIALS Are All Right . . .

### BUT — Thinking Ahead Results In Going Ahead

Centennials are fine, but does celebrating past glories butter biscuits for tomorrow's dinner? - - - Thinking backward seldom results in going forward. Recalling old times — living today in thoughts of yesterday — are pleasant recreations.

Thinking ahead results in going ahead. Planning for tomorrow— designing to meet and beat the coming problems — produce the things that the Centennial celebrates. That is our aim for the future — to serve Brooklyn better.

## Brooklyn Elevator Co.

C. J. SANTORO

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# MARCHING ALONG TOGETHER

## We Salute Brooklyn On Her 100th Birthday



A telephone conversation of the late nineties, concerning the high cost of living, went something like this — My, my, what are things coming to anyway? Not only have eggs gone up to a penny each and milk to six cents a quart, but now the markets have stopped giving away soup greens when you buy a soup bone. Good gracious, at this rate porterhouse steak is liable to reach 19 cents a pound and everybody will have to do without.

**THEY SAY "THE FIRST HUNDRED YEARS ARE THE HARDEST" SO THE GOING SHOULD BE MUCH EASIER HEREAFTER.**

The Cash and Carry has served Brooklyn for 19 years, so we have plenty of experience in the grocery and meat business. This experience, plus your good will are our biggest assets.

**TRADE AND SAVE AT THIS GOOD  
CASH AND CARRY GROCERY AND MARKET**

# CASH & CARRY

Walter Wagner. Owner

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## OUR HATS OFF TO THE PAST

in salute to the sturdy pioneers who established this swell town 100 years ago.

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## OUR COATS OFF TO THE FUTURE!

as a pledge of even greater efforts to serve you better in the years to come.

## ARMSTRONG CLEANERS

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## Even Chickens Have Changed

One hundred years ago little thought was given to the development of high producing strains of poultry. A hen was a hen, a rooster a rooster, and little effort was made to change the situation. Gradually this condition has been altered, better strains were bred for producing eggs and for meat. Then the incubator was introduced to save the hen the work of hatching out her eggs. This was followed by establishing large hatcheries such as we operate. By checking flocks, modern scientific and automatically controlled incubators, and proper care after hatching, we are able to produce better chicks at lower cost.

Time grinds away slowly, yet as time goes by, we, too, keep up with the times, installing the latest approved equipment and methods. This program will continue in the future. We invite you to visit us at any time.

## GERARD PRODUCE AND HATCHERY

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## Those Were The Days . . .

But who wants to go back to them? Farming was a hard job in those days. Long hours, poor equipment and little of it, no modern conveniences and little but drudgery. Today the picture has changed. Power equipment has not only speeded up the work from ground preparation to harvest, but it has made possible the better care and cultivation of more acres, with increased production as the result. No waiting while the horses rest, a little behind with your work. In the home and about the farm buildings, modern conveniences of all kinds are in use to lighten the work.

## Richeson Implement Store

International Harvester Sales and Service

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## IN 100 YEARS BROOKLYN HAS OUTGROWN THE PIONEER DAYS

In this hundred years the pioneers and their successors have stretched our horizons beyond the confines of the two Bear Creeks to embrace the whole world.

Through the years that we have been in business in Brooklyn we have seen many changes for good and bad. We, of course, want to remember only the good things and rather than dwell in the past, we look forward for a new era in this community.

We have worked hard not only in trying to make our store an asset to the community, but also have tried to do our part in community affairs. You have our pledge that in the future we will work for your interests in supplying your needs — and we want to do all possible on our part to make this an even better community.

# WILLOUGHBY & RIGDON

DRY GOODS

VARIETY

SHOES





## **“Why didn’t he telephone for the doctor, Grandpa?”**

**Back in those days, there were no telephones, Sonny  
— and running errands was not the simple job it is today**

The past 100 years have been crowded with many new things. One reason is that methods of distributing thought have been so vastly improved. Knowledge is of little benefit unless shared — and the past century has brought a tremendous change in the speed of carrying both the spoken and the printed word.

Today you can pick up your telephone and command millions of miles of telephone wire and cable. You can direct your call to any of 64,000,000 telephones here and abroad.

Through the years, the telephone has increased the happiness, well-being and business capacity of the people. It has helped to shape the growth of state and nation, has helped its people to live a more abundant life.

But the future still holds great promise. For year after year, the constant search for better ways of doing things is bringing faster and finer telephone service to more and more people.

# **Brooklyn Mutual Telephone Co.**

**Serving Brooklyn For 72 Years**

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# We Can Give Soil Security For The Next 100 Years

It has taken many Iowa farmers a century to discover the real importance of soil conservation. Through bitter experience they have learned it is unwise to let prosperity slip through their fingers.

Your land is the source of your prosperity. Failure to check erosion, to take care of your soil properly is cheating yourself of additional income and our community of its greatest resource. Scientific farming is the way to a secure and thriving future.

The increased demand for soil conservation work which the farmer is unable to do himself, has led us into this important field. We have purchased the required expensive machinery, and are qualified by years of experience to offer you a service which is unequalled in this territory.

Whether your job be large or small, we will be glad to give you an estimate. For any kind of bulldozer, scraper, or dragline work, filling ditches, building ponds, clearing, grading or grubbing, just call on us.

You can rest assured our work will benefit your land all during the coming century.

## CARTER & NEWTON

SOIL CONSERVATION WORK

PHONE 15 F 35

PHONE 184½

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## THE CRACKER BARREL HAS DISAPPEARED And In Its Place Is The MODERN GROCERY STORE

Gone are the open boxes of dried prunes and the never empty sugar barrel. Neither will you find the old kerosene lamp, the doubtfully accurate scales and the butcher block that was doing well to get scrubbed once a week in the summer and even less in the winter months.

But we don't cry over that. In place of these old practices and ways of doing business, you will find this store as modern as tomorrow. Shelves filled with pure, wholesome food, packed under sanitary conditions and sold the same way. The meats are sold from clean, white show cases, cooled by mechanical refrigeration. Quick service from wholesalers brings fresh fruits and vegetables from all over the world. This modern grocery and market is able to more elegantly cater to your needs than Grandmother ever dreamed possible.

## BI-RITE FOOD MARKET



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# No Substitute for Excellence

Today, as 100 years ago, purchasers of jewelry want an assurance of quality. Through 30 years of uncompromising recognition of this fact, we have built a reputation for unquestionable quality in fine jewelry and diamonds that has become a tradition in Brooklyn. As always — you can select with leisure and buy with confidence here.

ELGIN and HAMILTON WATCHES  
FEATURE LOCK DIAMOND RINGS

## W. G. HARRISON

JEWELRY

WATCH REPAIRING

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## THE CIGAR STORE INDIAN IS GONE



But the same old-fashioned warmth remains here where you can meet your friends in an atmosphere of good fellowship.

VISIT US DURING CENTENNIAL WEEK

## ROTH'S PLACE

BEER

TOBACCO

CANDY

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Remember the pioneer's old fashioned kitchen, with open fireplace — through necessity, the center of family life. In most homes today old fashioned inconveniences have been replaced with modern, labor-saving appliances and home furnishings. The days of back-breaking household drudgery are gone. With them also have gone the old-fashioned kerosene lamp, the old-fashioned wood burner, the horse and buggy, and many other items of an era that is now but a memory.

But there is one thing of that day that remains — at least here at Bramer's — and that is the old-fashioned friendliness that came with the founding of Brooklyn. We still have it, and we hope to continue to have it throughout the years ahead.

We take this opportunity to extend congratulations to those who built this great community of friendly people, and pledge ourselves to make every effort to keep it a grand community in which to live and enjoy life.

# BRAMER'S

FURNITURE

FUNERAL HOME

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# THE PIONEERS SETTLED BROOKLYN



## BUT THE AUTO DEVELOPED IT!

Yes, it took the automobile age to develop this community. Progress was slow and tedious, hours were long and work was hard until the automobile came.

And through much of this auto age, we have been serving Brooklyn car owners. We're observing a business birthday this year, too - - -

### OUR 25th ANNIVERSARY

Through the years we have endeavored to give you the best in automotive service and to bring you the outstanding cars of this auto age. We proudly present these



BUILT TO BETTER  
THE BEST ON  
THE ROAD



# HANSEN MOTORS

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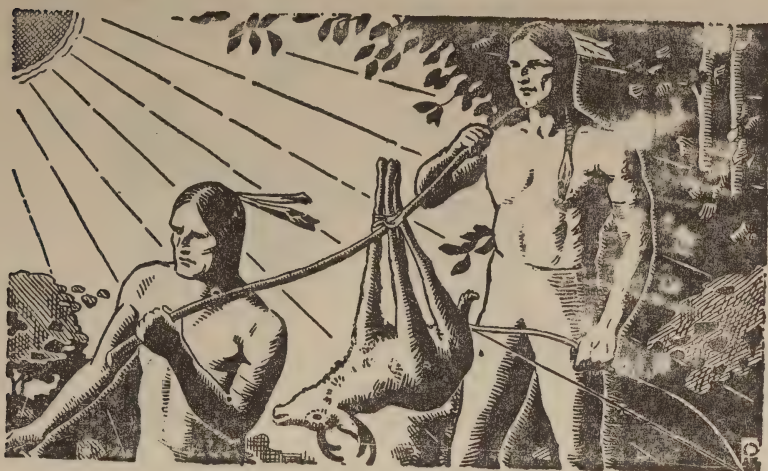
The pioneers were a thrifty, self-reliant group of people. They ate well for their times. Often it was the same food for most every daily menu -- but it was substantial food... food that they gathered largely by their own efforts of producing, hunting and fishing.

Soon after settling, a store was established and gradually they were able to purchase their requirements for a season, a month or a week. We can't help but pay our respects to those people. They had what it took to survive and still keep looking ahead to a better day.

Our store is typical of the modern grocery. Everything is conveniently arranged. Stocks are in convenient packages, cans or bottles - - vastly different from the old barrel or box. Times change but you can count on United to keep abreast of the times.

# UNITED FOOD MARKET

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## From A Land Roamed By Indians To A Developed Community

It is difficult to believe that our beautiful Iowaland was once barren prairie where the Indians roamed. When the early pioneers arrived they found many obstacles, few if any conveniences, no roads, no railroads, merely trails. But these hardy settlers were not deterred. From a small beginning they built Brooklyn into one of the finest towns in the state.

We are glad to have played a small part in Brooklyn's development. Furthermore we are grateful for your patronage which has assured success of our business venture. We like Brooklyn - - we like its friendly people and we want their continued patronage.

## BEN FRANKLIN STORE

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## IN THE GOOD OLD DAYS

They used to churn their butter by hand - - but those days are gone forever. Many hours were spent in home churning and with good luck, the result was a batch of butter. This is far from the modern methods used in our plant to make **BROOKLYN BUTTER**.

There have been many changes in the last one hundred years in the dairy business. If you will just stop and think, the dairy industry has made tremendous progress all towards one general trend. That is to provide you with better food products that are healthful, nutritious and delicious.

We have confidence in the continued progress of the Brooklyn community, and it is our desire to keep pace with this progress.

We invite you to inspect our modern plant during Centennial Week.

# Brooklyn Co-op. Creamery

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# The Early Pioneers Had Their Troubles

Today we are inclined to think that we have all the troubles possible in the purchasing of feeds, supplies of all sorts — but compared to the early pioneers we are really sitting in clover.

When you realize the problems, the methods of transportation, no phones, radios or telegraph; no autos, trains, tractors, and very little machinery of any sort, it was truly a most difficult period.

Today we enjoy so many advantages that we hardly appreciate them. We have commercial feeds that produce faster gains more economically. Fertilizer to build back our soil for greater profit in our farm crops.

We are here to serve the farmers of this community at all times. Our business has been built on fair dealings to all — complete satisfaction or we are not satisfied.

## CARPENTER FEED STORE

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## LET'S LOOK AHEAD!

The pioneers did a remarkable job of developing our community from the unbroken prairie. But they had little or no knowledge of soil conservation practices, and as a result, much of our rich Iowa soil has been lost forever.

We all have a stake in the better farming of the future. Good farming, which maintains the productivity of the soil, is the foundation upon which our community is built. Better farming today will mean a better community tomorrow. As the farmer prospers, every faction of our community prospers.

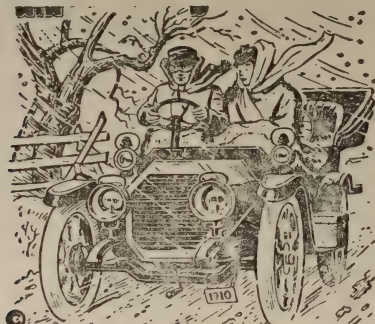
Call on us to help with your better farming practices.

## ED BARTACHEK

DRAINAGE CONTRACTOR

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## HOLD YOUR HORSES, FOLKS AN AUTOMOBILE IS COMING!

and...you really did want to hold your horses, too. The noise of some of these old one-lungers was enough to scare any self respecting horse to death, but added to that was the clothes that folks wore. Ladies wore dusters to protect themselves from the dust, while a scarf to hold on the hat in those windshieldless days was an absolute necessity. Yes, the noise, plus the sight of those old rigs was too much for any horse, so holding your horses was no joke.

But those days are gone now, thank goodness. In the modern Chevrolet you get speed, comfort, safety, good looks and economy — many times the value at less than half the cost of the car pictured above.

## BILL'S CHEVROLET CO.

Just Starting Our First 100 Years In Brooklyn

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## OLDER THAN BROOKLYN

It's an event worthy of note when a town, individual or company observes a centennial. We speak from experience, for the New York Life Insurance Co. already has passed its 100th birthday and is now in its second century.

As is the case with Brooklyn, such longevity must spring from a firm foundation — an outstanding record of stability and service throughout the years. It is such a record which has boosted New York Life to leadership in the insurance field. This splendid record of the past will spur us on to even greater achievements in the future.

**E. M. GANNON, Special Agent**

Phone 4 C 13

Brooklyn

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## Good Old Brooklyn

WE WEREN'T HERE 100 YEARS AGO

**But We Are Here Today**

**BROOKLYN'S NEWEST ENTERPRISE**

A modern ice cream manufacturing plant

The latest in equipment including a modern fountain

Our ice cream is Freezer Fresh and has a superior quality and flavor

Visit us while you are in Brooklyn—You'll be glad you did

**Brooklyn Ice Cream Cottage**

**"THE HOME OF GOOD ICE CREAM"**

H. L. Dieterich ● 1 Block North of Stop Light ● Don R. Anthony

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**Times Change**

**INTEGRITY  
ENDURES**

One thing hasn't changed in this picture! Your pharmacist takes the same old-fashioned care in compounding your prescription. His painstaking double-check insures accurate results - - - safeguards your health.

Today, thanks to science, flannel and goose grease are relics of the past. Your Rexall Store stocks modern, effective remedies -- fills your doctor's prescription with care.

**MURDY & JOHNSTON**

Your REXALL Store

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**TALBOTT & TALBOTT**

Attorneys at Law  
BROOKLYN, IOWA

**CLINTON RYAN**

Attorney at Law  
BROOKLYN, IOWA

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**L. C. HICKERSON, M. D.**

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BROOKLYN, IOWA

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**U. M. Reed**

**Harold J. Reed**

**REED and REED**

Attorneys at Law  
BROOKLYN, IOWA

Established 1899

COURTESY OF

**DAPPEN & BARCLAY**

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COURTESY OF

**C. R. WEEBER**

COURTESY OF

**E. J. RINGENA**

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## BANKING, LIKE FOOTBALL, HAS CHANGED

Pages could be devoted to the changes that have been made in the banking business since Brooklyn was born. The rules of operation, the fixtures and the accounting methods are all different now from what they were when the gridiron star above was the hero of his day.

But there is one thing in which we are still OLD FASHIONED. That is we still believe in the old Fashioned Service, the idea that friendliness pays dividends, and that to attain success the welfare of our customers must be paramount.

As proof that these old fashioned ideas are correct, we point with just pride to the fact that our resources total many times what they were when this bank was founded.

During this Centennial year we extend congratulations to the fine men and women who made this community one of the best in the world, and pledge to the present generation our help in making it an even better community in years to come.

# Poweshiek County Savings Bank

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## **AN IDEA THAT GREW and GREW and GREW**

Several years ago we got the idea that people of this community would patronize a concern which offered a fast, dependable trucking service for livestock and other commodities.

We were right, too. So from a small beginning we have grown each year and our business has increased to the point where we have added the most modern equipment and established our own stockyard.

It is our fond wish that we may continue to grow with Brooklyn, as we live up to our slogan — "Anything, Anyplace, Anytime."

### **OSWALD DeCORTE**

**LOCAL AND LONG DISTANCE TRUCKING**

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## **Horse and Buggy Days Are Gone**

Those days of the young sport with his fast mare and classy buggy, who liked to cut up a bit, are gone. Today we are in a mechanized age of modern vehicles, tractors and other machinery.

And that's our business. We know nothing about shoeing horses, but we are here to serve your needs when it comes to repair of cars, tractors, etc., whatever the make.

Though the years may bring many changes, as they have in the past century, we expect to keep pace with all developments that we may give you top service at all times.

## **FORD BROTHERS**

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## How Life Has Changed Since 1850

Many people still living remember the days of the old wooden churn, the wash board, smoky kerosene lamps, water pumped by hand, and the other "hard" ways of doing things that were practiced in the "good old days." But those days are gone, thanks to the modern Hardware Store such as Sumner's. Today power machinery and modern hardware have taken the drudgery out of living.

Electricity pumps water, operates cream separators and washing machines, lights homes and saws wood. Modern haying tools make haying time a chore no longer dreaded. Even the family garden with its small plows, specialized tools, spraying apparatus and disease killers and insecticides, is no longer the back-breaking gamble it used to be.

# SUMNER HARDWARE

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## **We're Not Old in the Heating and Plumbing Business**



**But We Are Modern When It Comes  
To Making Installations Of  
Heating And Plumbing Equipment!**



## **BELLAND BROTHERS**

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## **Sure We Serve A Swell Meal**

If you don't believe it, just come in and let us prove it to you. We specialize in good, home-cooked foods prepared just as you like them. A good variety at all times.

You're invited to visit us during Centennial week. You'll find an old-fashioned welcome awaits you in a friendly atmosphere.

**WE SALUTE BROOKLYN ON HER 100th BIRTHDAY**

## **BROOKLYN CAFE**

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Our memory doesn't go back to scenes like this, but it has been our pleasure to serve this community for 11 years. Although it is not gratifying to see various losses occur, it is always a pleasure to see that those who have just claims for insurance promptly and adequately paid their loss. A person very seldom has sufficient insurance to pay for losses, especially in fires, yet without insurance to re-imburse for most of the loss, many persons would not be in a position to re-build.

We have made it a strict policy to represent only the best companies — companies who are not only strong financially, but also prompt and willing to pay all legal liabilities and claims.

Relying on this policy, along with fair and courteous treatment for all policy holders, we hope to serve Brooklyn people for many years to come.

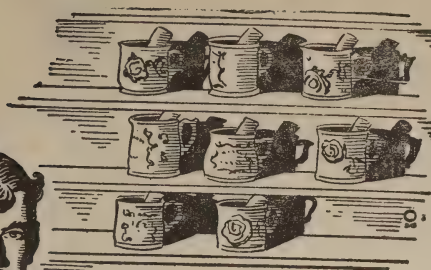
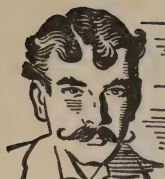
# HARLEY H. BURCH

INSURANCE

REAL ESTATE

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## Your Private Shaving Mug Is Gone



But you never miss it with the new equipment in our modern shop. Yes, the old has had to give way to the new, but you'll still find a genuine old-fashioned greeting when you visit us.

## LOWERY'S BARBER SHOP

JIM

JERRY

JAY

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Grandpa Took  
Her Courtin'  
In A Buggy

But Today - - -

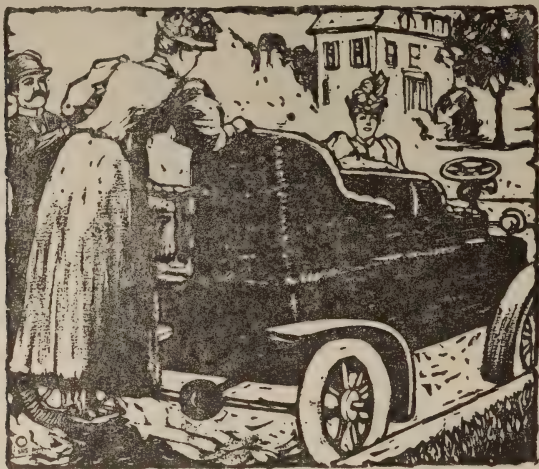
Brother, You Can't Beat  
Dodge and Plymouth

Brooklyn Motor and Implement

CASE FARM MACHINERY

ELVER H. ROUDABUSH

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## When Automobiles Cranked Behind The Left Ear And Had Back Doors Like Saloons

...a motor trip, however short, was an adventure. You cranked up and began hoping. FORD, one of the first auto manufacturers, has kept pace with the growth of Brooklyn. Now Ford offers you several body types, and at low cost, far superior to the most luxurious automobile of "Way Back When". Only Ford, in the low-priced field, gives you your choice of two great engines: the spirited 100 H. P. V-8 and the famous 95 H. P. Six — livelier, smoother than ever.

# Montgomery Motor Co.

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## Serving Brooklyn For 75 Years

Brooklyn was only 25 years old when The Chronicle was founded in 1875, and now we're in our 75th year of service to Brooklyn and vicinity.

For three-quarters of a century the Chronicle has faithfully recorded the happenings in this growing community and has always been generous with its space to promote the town's welfare.

We pledge continued cooperation that Brooklyn may prosper in the future as a community of friendly people.

# The Brooklyn Chronicle

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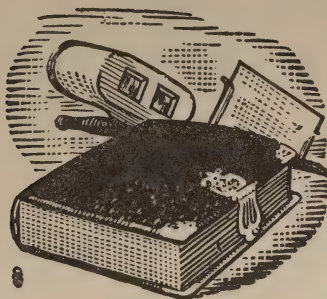


## REMEMBER?

Back in the olden days, the pioneers never dreamed of the modern hardware and appliance stores of the type we operate. They were quite satisfied with a fireplace in their log cabins, no refrigeration, no electric lights, no electric appliances of any kind, very few and very crude tools, no modern pumps or windmills. They were perhaps satisfied, for they had no choice. We pay our respects to their ability to take it, their fortitude and determination. Their faith in this community and planning has given us much to be thankful for.

## Y & M HARDWARE

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## Entertain Your Guests at the Broadway Theatre Enjoy the Best in Pictures and Entertainment

The pioneers of Brooklyn, those who made this fine community possible, had to provide their own means of entertainment and relaxation. Hours were spent with the old family album or the stereoscope. They used the means at hand and did a real job of providing the social life necessary to a growing community. In this they accomplished that which we endeavor to do in this modern age — a social life for the entire family.

In our field of entertainment we have endeavored at all times to bring you the best in motion pictures. We have taken advantage of every advance in types of programs and theatre equipment. You can enjoy an evening in our "picture house" or roller rink, and you are always welcome.

# BROADWAY THEATRE

BROOKLYN ROLLER RINK

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# NO CLOTHING OF THE “Gay Nineties” Variety

But We Do Have A Complete Stock Of What  
THE MEN OF  
1950 ARE WEARING

We are not old enough in years of business in Brooklyn to be doing much bragging about what we have done in the last 100 years of Brooklyn's development. However, during our 18 years here operating a clothing store for men, we have tried to serve you in the best possible manner and to merit your confidence.

It is our aim in years to come to preserve our reputation for up-to-date styling, best quality, and moderate prices.

## MILES & WARFEL

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6/28/2013

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